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DEVELOPMENT PLAN

ROXBORO, NORTH CAROLINA



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DEVELOPMENT PLAN

ROXBORO, NORTH CAROLINA

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INTRODUCTION

During the past two years the Person County Commissioners and the Roxboro City Council have been seriously considering where the City of Roxboro and the surrounding area are heading. Recognizing that the Roxboro Area has been steadily growing during the past ten years, the two governing boards deemed it advisable to begin planning the growth and development of the entire area. Each governing body appointed a planning board, and charged them with the duty of "making careful study of the resources, possibilities, and needs" of the area, as is stated in the State enabling act under which planning boards are formed.

This plan for the growth and development of Roxboro Township represents many hours of study, examination, and evaluation on the part of the two planning boards. In designating areas for different types of development, the boards examined the slopes of the areas, the suitability of the soil for various uses, the availability of city water and sewer, access from major transportation facilities to undeveloped areas, and the actual need for an increase in the space which will be used by businesses, industry, or homes by 1980.

The Development Plan shows two segments of community growth. One is in terms of houses, schools, parks, factories, and business establishments. The second is shown in terms of major street improvements in and around the city. In order that growth be orderly, efficient, and most important, economical, the planning boards have indicated the areas which, based on extensive study and analysis, should develop for a particular type of use. Rather than thinking of one piece of property, the planning boards have considered the over-all good of the entire township area.

V I R G I N I A

CUNNINGHAM

WOODSDALE

HALLOWAY

OLIVE HILL

ALLENSTVILLE

ROXBORO

BUSH FORK

FLAT RIVER

MOUNT TIRZAH

ORANGE COUNTY

COUNTY

DURHAM

COUNTY

PERSON COUNTY
ROXBORO TOWNSHIP

GRANVILLE COUNTY



0 1 2 3
SCALE IN MILES

Planning the growth of the community is becoming more important as North Carolina moves ahead in its economy development. In order that the state remain attractive for people and firms alike, we must look to our future needs. If this is not done, taxes will be higher, there will be more slums, higher crime rates, and more congestion and confusion than would otherwise occur. Orderly, efficient, and economical growth is the watchword of today's progressive North Carolina cities and counties. The following text is the planning board's recommendation to the City Council and the County Commissioners for the future development and growth of the Roxboro Township Area.

HISTORY

HISTORY

In the establishment of Person County, the legislative act called for the county court to be centrally located within the county. The first court was held at Paines' Tavern in February of 1791, four miles from the present site of Roxboro. The court was moved to Moccasin Gap in 1792, the reason being that the new site had a public spring and was more centrally located than the one previously used. Legend has it that the name of Moccasin Gap was changed to Roxborough at the suggestion of James Williamson, one of the larger land owners of the area. Other authorities say that the name was changed by those living in the Gap because many of the settlers were from an area in Scotland called Roxborough.

The first courthouse was built on six acres of land donated by Dempsey Moore. Most of the original site has been sold off and approximately one acre remains today. There have been three other courthouses built, the most recent constructed in 1930.

Before the establishment of Roxborough as the county seat, the people of Person County had to depend on the towns of the surrounding counties for supplies. Yanceyville, Hillsboro, and Oxford were the nearest towns to Person County residents. With the establishment of a substantial town in the county the inhabitants now had a meeting place to exchange news and buy supplies.

During the 1850's efforts were made to build a railroad which would link Roxborough to the towns in the surrounding counties. This failed and the town remained cut off from some of the social and economic activity of the region. The only line of communication was a stage coach which traveled from Danville by way of Yanceyville, Milton, Leasburg, Roxborough, and

Oxford, to Henderson, located on the old Raleigh and Gaston Railroad. The Henderson end of this stage line served as Roxborough's shipping point.

During the 1800's the population of Roxborough grew substantially. In 1820 the population of the Township was 1,117 persons. By 1890 that figure had risen to 2,626. This was an increase of 1,509 persons or approximately 135% over 70 years. Most of this increase came after the Civil War, because there were major improvements in the highway network and a railroad was constructed from Durham through Roxboro at that time. During this same period the name of the town was changed from Roxborough to Roxboro. Incorporation also took place then and Col. William R. Reade was elected the first mayor. Tobacco was the predominate farm product immediately following the Civil War. In keeping with this, Roxboro had three tobacco warehouses and numerous tobacco factories. The tobacco factories disappeared under the pressure of competition from Durham, but the warehousing activity remained and prospered.

Other industrial activity found in the town then were nine blacksmith shops, nine contractors, an iron factory, and a wagon and buggy works. There were more than twenty corn, flour, and saw mills in the surrounding area. This total of four types of industrial use in 1898 compares to the more diversified industrial base of today, with more than ten different types of activity.

One of the most influential persons in the history of Roxboro was James A. Long. Under his guidance and influence the town's industrial and commercial activity grew. He helped begin the People's Bank of Roxboro and was the originator of what is today the Roxboro Cotton Mills and the Longhurst Cotton Mills.

Since the turn of the last century the Roxboro Area has grown substantially in manufacturing establishments and in population. One of the most significant events to occur during this period was the merger of the Baker Company with Collins & Aikman. At the present time they are the largest employer in the area.

The impact of such economic expansion not only has an effect on the manufacturing employment picture, but also causes increases to take place in the number of service workers needed. On the average, for every new industrial worker in an area there are two service type jobs created. Such service jobs might be a barber, dry cleaner, or milkman. This 2 to 1 relationship might not be evident at first, but over a long period of time the ratio normally holds true.

During the 1940's the Roxboro Area experienced a decline in population and a decrease in the intensity of economic development. During the 1950's the decline was offset and by 1960 both the population of Roxboro and Roxboro Township were at an all time high. The Development Plan will examine the growth of the area and determine where and how much expansion may be expected to take place in the next 20 years.

LAND USE ANALYSIS

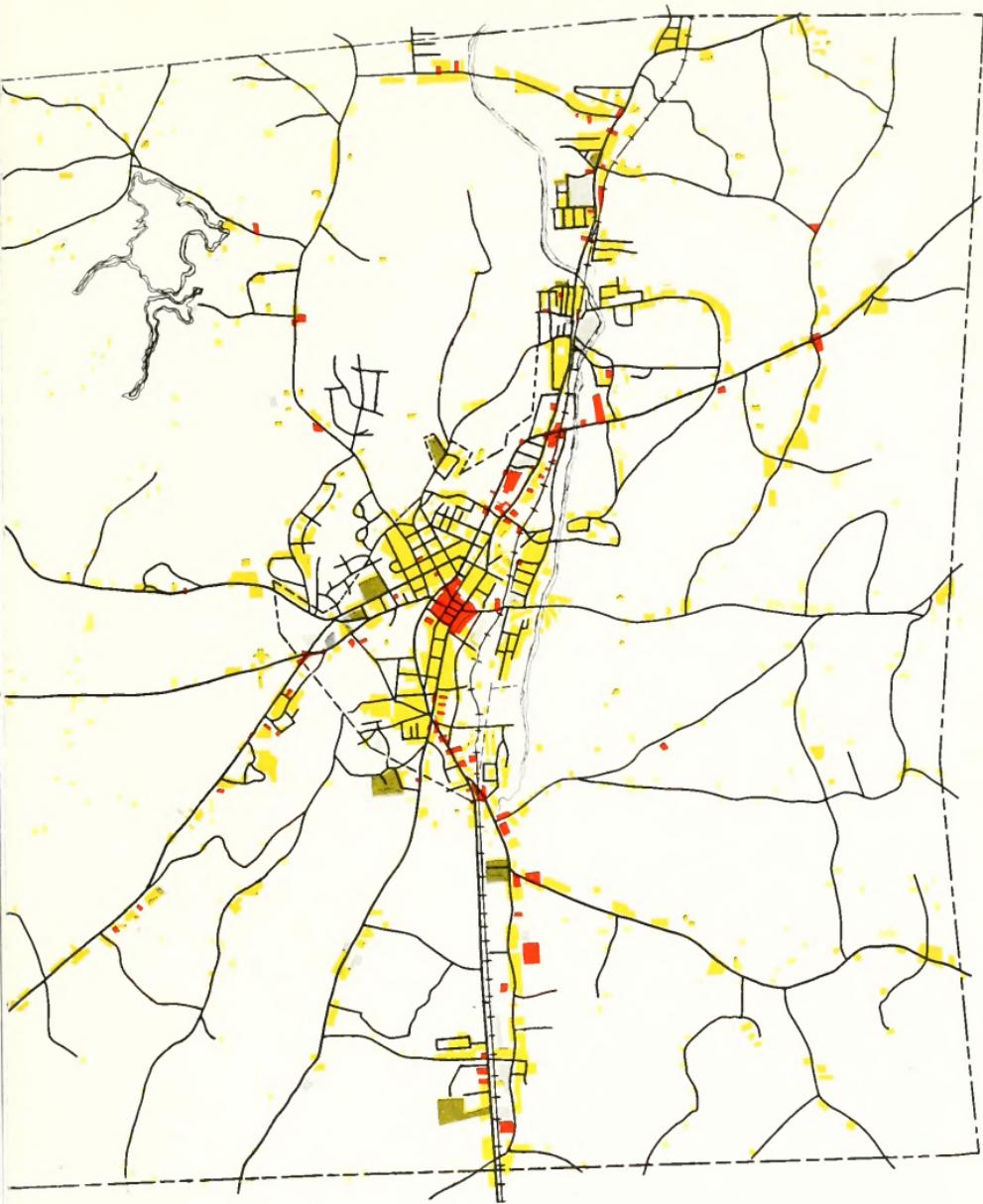
LAND USE ANALYSIS

Before the plans for a city's future development can be made, an inventory of the city's existing condition is needed. By surveying, mapping, and analyzing the present use of land, we are able to discover the various patterns and trends in development. When the various patterns and trends are recognized, we can identify existing problems and formulate alternative solutions.

For planning purposes, the entirety of Roxboro Township has been used as the study area. The reason for choosing such a large area is that a substantial proportion of the township is already developed in urban uses. Along with this physical similarity to the city the township is related to the city in social and economic ways as well.

The land use analysis for the Roxboro Area will examine the uses of the land in terms of the following categories:

- I. Residential Land Use
- II. Business Land Use
- III. Industrial Land Use
- IV. Social & Cultural Land Use
- V. Transportation
- VI. Water & Sewer Systems
- VII. Land Capabilities



GENERALIZED EXISTING LAND USE
ROXBORO TOWNSHIP SURVEY OF JUNE 1963



SCALE 0 1600' 2400'

LEGEND

- BUSINESS SERVICES
- SOCIAL & CULTURAL PRODUCTION
- NON FARM RESIDENCE
- FARM RESIDENCE

I. Residential Land Use

The residential use of land tends to be one of the largest segments in any urban area's development. The Roxboro Area is no exception. Within the city more than 450 acres are utilized for housing. The remainder of the Township has about 1,250 acres in residential use. Of this, more than 360 acres are used for farm homes, while nonfarm housing takes up almost 900 acres.

The City of Roxboro has just under 50 percent of its developed land in residential use. The remainder of the township has approximately 55 percent of the developed land in housing. Combining the two geographic areas, we find that more than 1,700 acres are devoted to housing the population. This figure constitutes more than 53 percent of the developed land within the Roxboro planning area.

The land use map illustrates those areas which are now developed for urban purposes. It is easily seen that the city has generally grown in a north-south direction. Most of the residential growth has occurred in the central-western section of the city, while the township has had its most substantial growth in the south-central and north-western sections. Urban development has followed the major roads throughout the township, as well as in the city.

Most houses in the Roxboro Area are single family. The average number of people per household for the Area is about 3.4. Within the city the density (people per acre) of population is about 11 persons per acre of residentially used land. This figure is an average and will vary depending on which section of the city is examined. Some areas, like that south of Sugar Hill Road, have densities of twice the average, while other areas have considerably less than 11 persons per acre. The outlying sections are good examples of that.

ROXBORO, NORTH CAROLINA
EXISTING LAND USE

SURVEY OF APRIL 1963

TRANSPORTATION	*
FARM PRODUCT STORAGE	
INDUSTRY	
INDUSTRIAL SERVICES	
RETAIL PRIMARY & SECONDARY TRADE	
RETAIL CONVENIENCE TRADE	
WHOLESALE TRADE	
CATERING SERVICES	
PROFESSIONAL SERVICES	
BUSINESS SERVICES	
EDUCATION	
RELIGIOUS	
MEDICAL	
INSTITUTIONAL	
VACANT STRUCTURES	
• BUILDINGS	○ CHURCHES
• • SERVICE STATIONS	
SCALE	1:25,000

THIS MAP WAS PREPARED FOR THE CITY OF ROXBORO
IN 1963 BY THE DEPARTMENT OF PLANNING AND
DEVELOPMENT, CITY OF ROXBORO, NORTH CAROLINA.



II. Business Land Use

Business activity generally represents another large segment in the land use pattern. As is indicated on the land use map, such activity may be spread along a major road, located in neighborhood shopping districts, or concentrated in a downtown center. The Roxboro Area reflects all of these conditions.

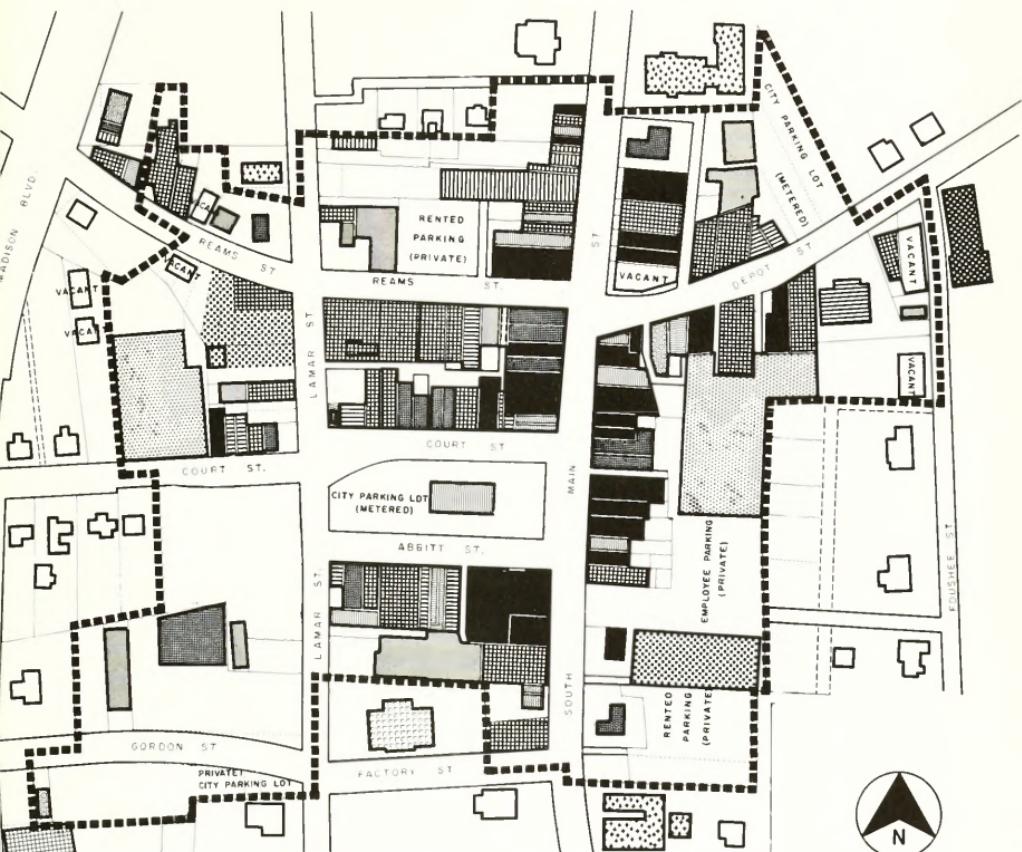
There are 122 acres devoted to commercial activity within the city. That acreage includes all of the service activities such as repair shops, banks and municipal buildings, as well as retail establishments. This figure represents eight percent of the total land in the incorporated limits of Roxboro. Virtually all of the businesses in the Roxboro planning area are either in or near the city. The development along Madison Boulevard represents "strip commercial" growth while the small shopping district located on Main Street, north of N. C. 49, illustrates a neighborhood shopping district.

Central Business District

The present use of land within the Central Business District, or the downtown area is illustrated on the map on the following page. This district serves as the focus of the retail, wholesale, and service activities for Person County. Because of the intensity and diversity of the land uses within the Downtown Area, 15 categories were used to illustrate how the land is being used.

There are about 26 acres of land within the Central Business District. The use of the land varies from retail activities such as Roses' Department Store to governmental service uses such as the Person County Courthouse. Approximately one-fourth

ROXBORO CENTRAL BUSINESS DISTRICT



SCALE 0 100' 200'

EXISTING LAND USE
APRIL 1963 - GROUND FLOOR

TRANSPORTATION
FARM PRODUCT STORAGE
INDUSTRY
INDUSTRIAL SERVICES
RETAIL PRIMARY TRADE
" SECONDARY TRADE
" CONVENIENCE TRADE
WHOLESALE TRADE

CONSUMER SERVICES
PROFESSIONAL SERVICES
BUSINESS SERVICES
EDUCATIONAL
RELIGIOUS
MEDICAL
RESIDENTIAL

of the Central Business District is devoted to retail activity. Streets and off-street parking facilities constitute almost one-half of the total land. The remaining one-fourth is divided among storage, medical, terminal facilities, and vacant parcels.

EXISTING LAND USE
ROXBORO CENTRAL BUSINESS DISTRICT

	Acres	% of CBD Development
Transportation	.13	.5
Farm Product Storage	1.46	5.4
Industrial Service	.72	2.7
Retail Primary Trade	1.83	6.7
Secondary Trade	2.71	10.2
Retail Convenience Trade	1.37	5.1
Consumer Service	.81	3.0
Professional Service	.57	2.2
Business Service	.91	3.4
Medical	.26	1.0
Vacant Building	.30	1.1
Vacant Land	2.43	9.1
Parking	5.22	19.6
Streets	6.02	22.6
Accessory Land	1.91	7.2
 TOTALS	 26.65	 100.0

Business in the Township

The commercial activity in the portion of the Township outside of the city is of a different nature than that found in the city. The pattern of outlying business uses for the Roxboro Area is revealed when we examine the land use map. This graphically illustrates how some businesses have been located along all of the major roads in the township, primarily to serve the traveling public.

There are only a few shopping centers in the Roxboro Area. One is located at the intersection of N. C. 158 and Brookdale-Allensville Road. Another is found in the northeastern section on N. C. 49. These two are good examples of a type of commercial development that has come about in response to the extensive suburban development that has occurred in all cities of our Nation since the late 1940's. Another type of commercial development, that is more historic and more predominant in the Roxboro Area is the general store which sells clothing, groceries, gas, etc. These establishments are found throughout the Roxboro Area and account for about three percent of the developed land. This percentage does not include stores within the city limits.

III. Industrial Land Use

The area in and around the City of Roxboro has much more industry than do all the other sections of the Township. The most significant industrial districts are Longhurst, the location of Collins & Aikman and Roxboro Cotton Mills, and the industrial complex just south of the city on U. S. 501. This latter section has both a substantial lumber concern, Pat Brown Lumber Company, and a manufacturer of aluminum siding, Crown Manufacturing. Of all the major industries in the Roxboro Area, only five are located in the city, the others being found in the remainder of the Township.

At present, the city's 50 acres of industrial land constitutes five percent of Roxboro's developed land. This is contrasted with the township figure of 104 acres which is 4.5 percent of the township's developed land, excluding that within the city. By totaling the above figures, we find there are 154 acres of industrially used land within Roxboro

Township. This figure is only 4.8 percent of the developed land in the township.

Even though there seems to be a substantial amount of industry in the Area, there is a definite lack of diversification. "Clearly textile manufacturers are dominant. They provide more than half of the manufacturing employment. Nearly one-third of the total employment picture is made up of instrument manufacture, metal fabrication, and plastics."^{1/} When we compare the Roxboro Area with other urban sections of the country, it is evident that it has a lower index of diversification (685), than do two-thirds of all other American cities.^{2/} There is a definite need for more industry as well as different types of industry in the Roxboro Area.

IV. Social and Cultural Land Use

This land use category includes a variety of activities. Although each activity has its own specific function, it is directly related to the mental, spiritual, and physical development of the people in the Roxboro Area. Examples of what comes under social and cultural use are the Methodist Church, the Roxboro High School, and the Person County Memorial Hospital.

There are about 44 acres devoted to these uses within the city. This is 4.8 percent of the developed land, while the remainder of the township has 130 acres in these activities.

^{1/} Population and Economy of Roxboro, N. C., Division of Community Planning, July 1963, P. 11.

^{2/} Ibid.

DEVELOPED LAND WITHIN THE ROXBORO AREA

Category	City		Remainder of Township		Totals	
	Acres	% of Dev. Land	Acres	% of Dev. Land	Acres	% of Dev. Land
Residential						
Farm						
Non-farm	451.2	49.2	367.4	16.1	883.0	38.7
Business	125.8	13.7	85.9	3.8		
Industry	49.6	5.4	104.0	4.6		
Social and Cultural	44.9	4.9	129.8	5.7		
Transportation	4.2	*4				
Streets	242.7	26.4	431.4	18.9		
Waterways			277.8	12.2		
Total Dev.	918.4	100.0	2,279.3	100.0	3,197.7	100.0
Land						

TOTAL LAND WITHIN THE ROXBORO AREA

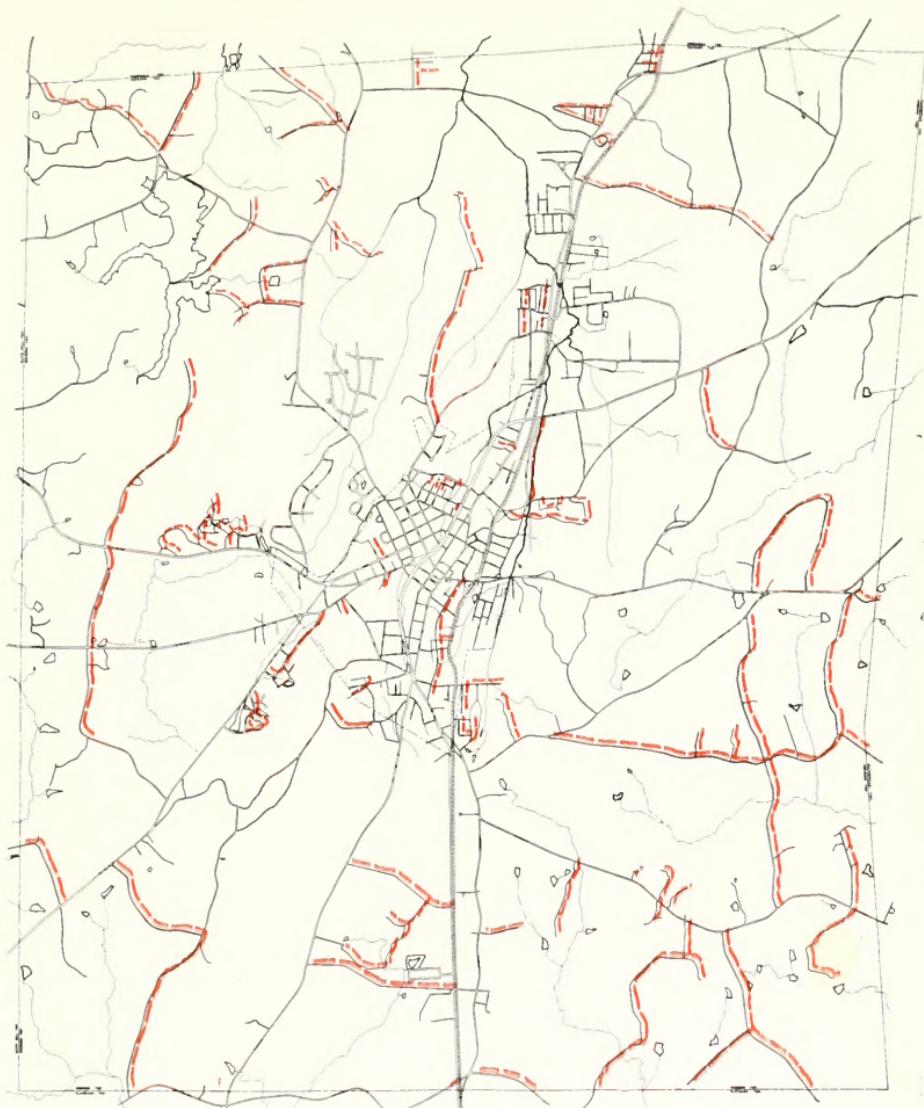
Category	City		Remainder of Township		Total for Roxboro Area	
	Acres	% of Total Land	Acres	% of Total Land	Acres	% of Total Land
Total Dev.	918.4	59.7	2,279.3	9.2	3,197.7	12.1
Land						
Farm Land						
Woodland						
Vacant Land	619.7	40.3	1,589.8	6.4	2,209.6	8.3
Total Land in Roxboro	1,538.1	100.0	24,842.7	100.0	26,380.9	100.0
Area						

This is only 5.6 percent of the developed township land. At present, there are no developed recreation sites outside the city. Roxboro has a well-organized recreation program which utilizes the school facilities during the summer months. In both the city and township, we find there are 175 acres in Social and Cultural uses. This figure constitutes about five percent of the developed land within the Area. By referring to the land use map, we can see how this particular use of land is distributed through the township.

V. Transportation Network

The backbone of any community is its transportation network, and the Roxboro Area is no exception. In examining its system, we are concerned with easy and efficient movement of goods and people. Streets and alleys are not the only components of the system. On and off-street parking facilities, railroads, and buildings used as terminals and offices are also components. Coordination of all these components into a well-functioning operation is one of the problems which the Roxboro Area faces. Such a problem must be resolved if the area is going to grow in an efficient manner.

Within the city there are approximately 247 acres devoted to streets, parking, railroads, and terminals. This acreage represents more than one-fourth of the developed land within the city. The 25 percent in streets is about average for the cities of North Carolina. The remaining area in the township has 431 acres of transport activity. This means that 19 percent of the township's developed land, excluding the city, is devoted to this use. In the over-all picture, the Roxboro Area utilizes 674 acres of 21 percent of its developed land for transportation systems.



**ROXBORO TOWNSHIP
ROAD CONDITIONS
1963**

----- UNPAVED



APPROX. SCALE: 1" = 6200



Street Conditions

The road conditions map shows the unpaved roads within the Roxboro Area. The outlying areas of the township have the highest number of unpaved roads.

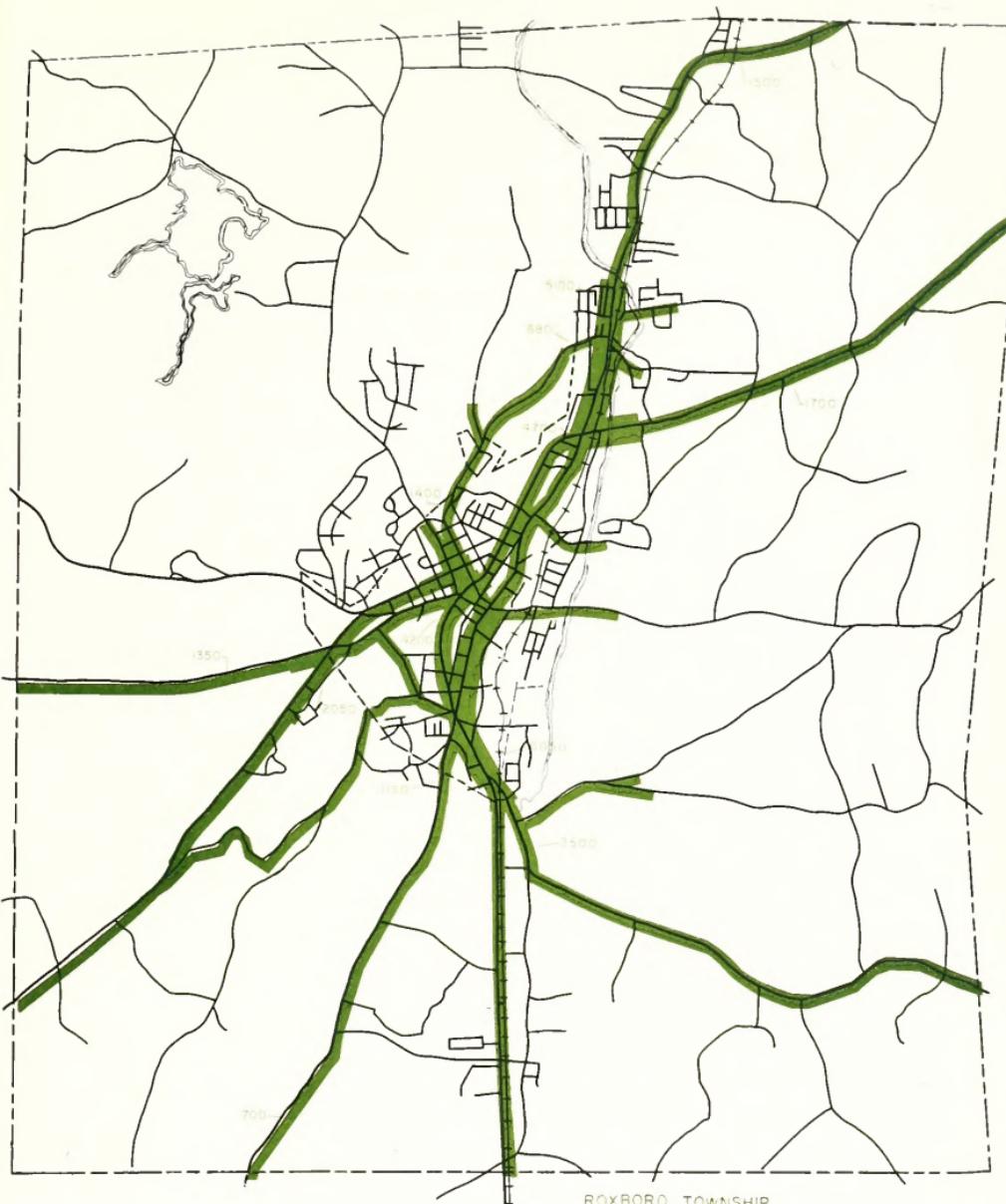
Traffic Volumes

The illustration of the Average Daily (24-hour) Traffic Volumes gives us an indicator of street use within the Roxboro Area. The map not only indicates where the highest concentrations of traffic are found but also points out those intersections which present problems of congestion.

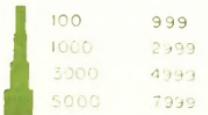
The highest recorded numbers of vehicles were on N. C. 57 (Durham Road) and at the northern intersection of Madison Boulevard and Main Street. Both points had volumes in excess of 6,000 vehicles for the average day during one year. Other major concentrations occur at Longhurst near the Roxboro Cotton Mill (6,000), along Main Street within the city (3,000 to 5,000), on Morgan Street (2,000 to 3,000), and on Reams Avenue (2,000 to 3,000). There are, of course, other areas of similar concentration. The above points have been singled out because of their importance.

The closer the volume of traffic along a given street approaches the capacity^{1/} of that street, the more efficiently that portion of the transportation system is operating. In essence, the more cars the better, up to a point. When the number of vehicles becomes too great in one particular area,

^{1/} Capacity is defined as the maximum number of vehicles that can pass a given point on land or a roadway during a certain time period, under the prevailing roadway and traffic conditions.



0mi 5mi 10mi



congestion results and the efficiency of the system falters. Such are the conditions at many major intersections in and around the city. When problem areas such as these are eliminated, the system will operate more efficiently and traffic will move more easily. There are a number of problems which the street system is facing today. There are not enough grade crossings provided at the railroad. Adequate routes around the central portion of the Area are not provided. Quick and easy movement from one section of the township to another is difficult. As the Roxboro Area grows such conditions must be rectified. The sketch thoroughfare plan presented later in this report is intended to improve the flow of traffic in the planning area in the years ahead.

VI. Water and Sewer Systems

This section deals with those services and facilities provided to the inhabitants of the Roxboro Area by the local governments.

The Sanitary Sewer System

The Roxboro sewer system serves the city and a surrounding area of about one-half mile from the corporate limits. The prevailing sewer size in residential areas is 6" while the Central Business District and the industrial areas in the north and south are served by 8" and 10" lines. The rest of the township is served by individual septic tank systems.

At the present time, there is no sewage treatment plant in the Area. Raw sewage is dumped into Marlowes Creek, making that body of water unfit for any other use. The natural dilution of the stream is not sufficient to accommodate the heavy load. City officials have indicated this situation



APPROX. SCALE: 1" = 2550'

ROXBORO, NORTH CAROLINA
WATER AND SEWERAGE
COVERAGE
1963

-  WATER AND SEWERAGE
-  WATER

will be corrected by the construction of a new sewage treatment plant at the north end of Marlowes Creek. The contracts for this project were let in July of 1963.

The Water System

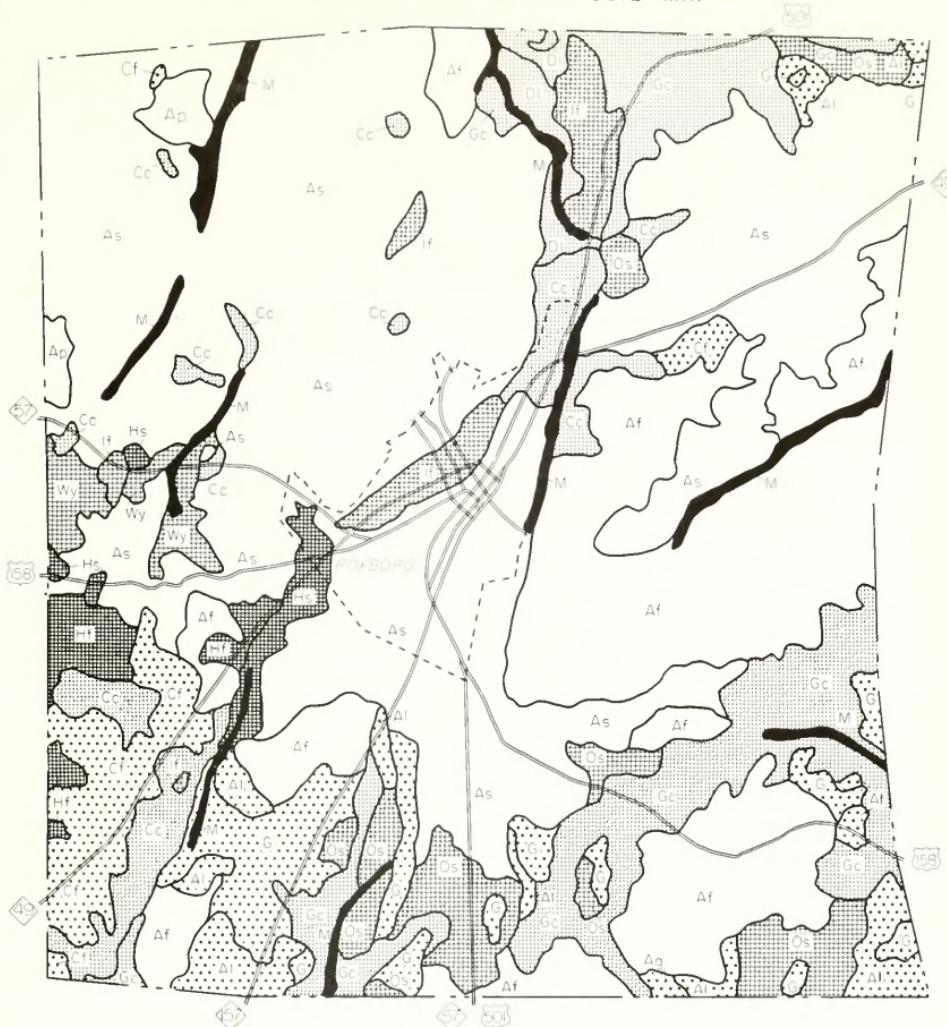
The City of Roxboro has impounded 73,300,000 gallons of water in the Roxboro City Lake. This reservoir serves about 10,000 of the Area's residents. The lake is located two miles north of the city on Stony and Satterfield Creeks. The raw water is pumped to the water treatment plant on Chub Lake Road which has a capacity of 3 million gallons per day. Those township residents not served by the city utility system use private wells.

In May of 1963 contracts were let for expansion of the water plant capacity to 4.5 million gallons per day. City officials indicate this increase in capacity will enable the Area to be adequately served for many years.

VII. Land Capabilities

In developing a plan for future growth, it is not only important to consider what the existing land uses are but also to understand the possible uses for the areas now vacant. We must be able to evaluate the present supply of vacant land as to its potential for various types of growth. Where should residential subdivisions be built? What areas are best suited for industrial expansion? Does the Central Business District have an area in which to grow? These are a few of the questions we will try to resolve in our evaluation of the vacant land.

ROXBORO TOWNSHIP SOIL MAP



DEVELOPED BY U.S. SOIL

SERVATION SERVICE

IGH, N.C. 1963

DEVELOPMENT POTENTIAL

0 1 MILE

Recreation	Road	Industry	Septic	Basement	Wood	General
Const.			Tanks			Agri.
X	X	X	X	X	X	X
X		X	X	X	X	X
		X		X		
					X	
						X

X DENOTES SOIL TYPE GOOD FOR SPECIFIC USE.

There are a number of guides which are available to assist in making such planning decisions. The guides selected as aids in developing the plan for the Roxboro Area include:

- (1) the soil suitability for various types of development;
- (2) the effect of slopes on development;
- (3) the accessibility of the vacant areas from the railroad and the major streets; and
- (4) the ability of the city to provide areas with utilities.

Soil Suitability

The first guide is the consideration of soil suitability for different kinds of development. In the table "Development Potential", the soil types within the Roxboro Area are examined according to how well suited they are for particular types of urban and rural development. The soils in Roxboro Township are indicated on the development potential map. The rural considerations are those of general agricultural use and woodland use. The urban categories are basement construction, septic tanks (percolation rates), industrial construction (load bearing capacity), railroad and road construction (load bearing capacity), and recreational use (water-holding capacity). The soils have been grouped into special classes according to their characteristics of composition and behavior.

When we analyze the information of the Development Potential Table, a number of conditions are evident. The area west of Madison Boulevard outlines as Iredell Fine Sandy Loam (If) is not too well suited for any type of development. The interesting thing is that this area is almost completely developed, indicating that other factors (location, utilities and price) are as important as natural soil suitability in

determining the use to which a particular piece of property is put.

Another area of concern is the Meadow (M) classification. This soil type is a miscellaneous grouping of mixed soil materials generally found in stream beds and flood plains adjacent to them. Generally these areas are not suited for any type of development except woodland. As is shown on the soil map, Meadow is found along Marlowes Creek and Mill Creek.

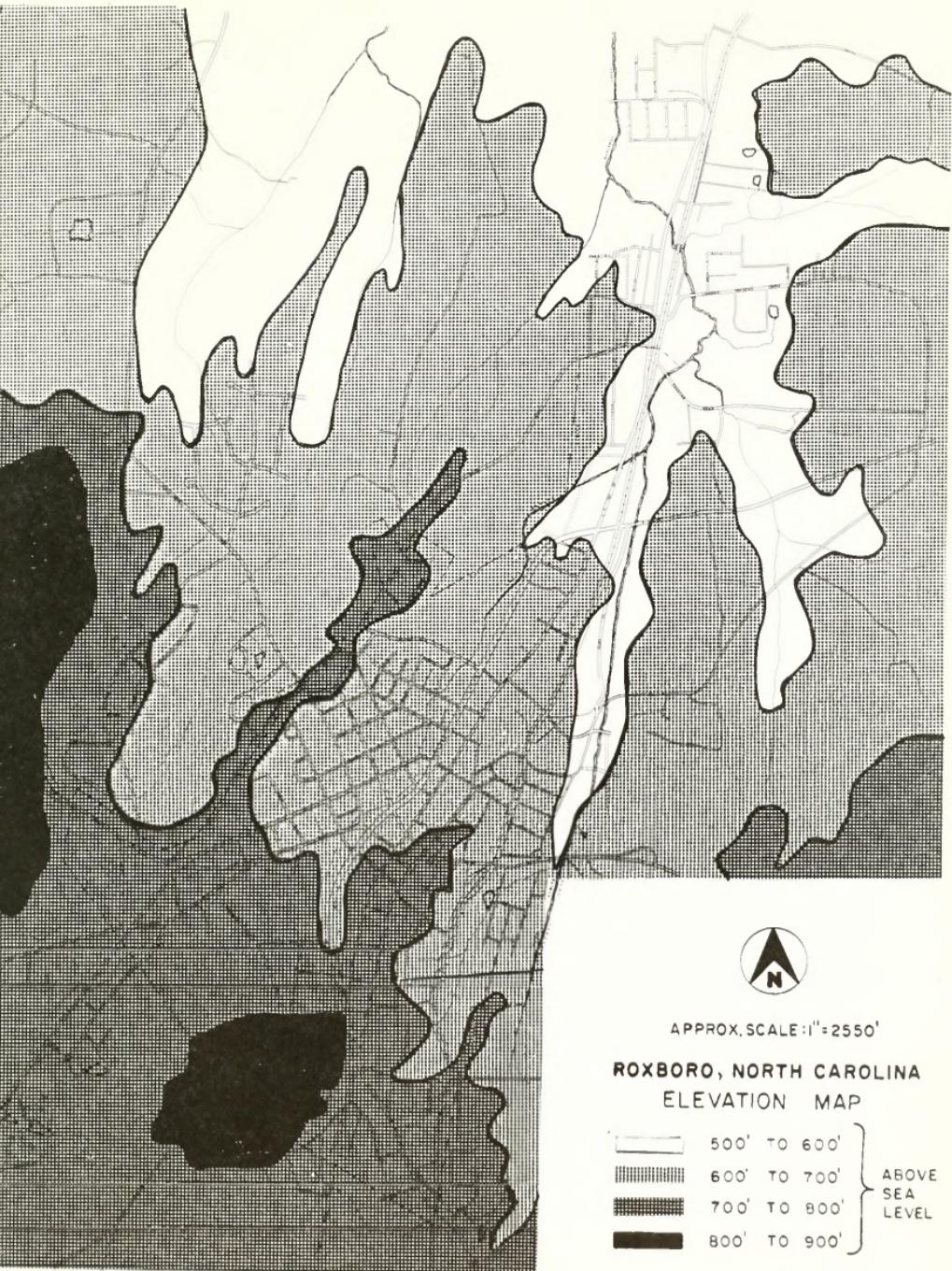
Other sections of the Roxboro Area are faced with particular soil problems. The southeastern and southcentral sections are predominantly a mixture of Georgeville (G), Georgeville Silty Clay Loam (Gc), and Orange Silt Loam (Os). The last two soil types are not well suited for farming or septic tank use, but are good for industrial development. We can see on the soil map that these soils are numerous, yet the area covered by them is relatively small.

The northern end of the planning district is also faced with soil problems. There is a relatively large area of Iredell Fine Sandy Loam (If) and Georgeville Silty Clay Loam north of the corporate limits. As was mentioned above, these soils present problems to residential and commercial growth, but are generally good for industrial development.

Over and above the sections discussed, the Roxboro Area has no substantial soil problems. It should be realized that many of the limitations can be overcome by removal of soil, filling of marsh land, use of piles for support, or rejuvenation of the growing ability by the use of fertilizers.

Slopes

The slopes of an area will generally have some bearing on



APPROX. SCALE: 1" = 2550'
ROXBORO, NORTH CAROLINA

ELEVATION MAP

white	500' TO 600'
diagonal lines	600' TO 700'
vertical lines	700' TO 800'
black	800' TO 900'

ABOVE
SEA
LEVEL

how land is developed. Industry requires large acreages of relatively flat land while residential development can take place in more hilly areas. The slope of an area is determined by estimating how many feet the land rises or falls in one hundred linear feet. It is expressed in a percentage, such as five percent, which means that a particular area has a five foot rise in one hundred linear feet.

After determining slopes for the vacant portions of the Roxboro Area, we are able to make some decisions as to the types of development that could take place. Industry will not usually locate in areas which have a slope greater than five percent. Most other types of development, residential, commercial, social and cultural, are able to occupy such areas. With this in mind we will be able to indicate those areas suited for a particular activity.

The city has a rather high percentage of vacant land. In analyzing this land, we find there are a few areas which are not well-suited for industrial use because the slopes limit construction of large plants. The largest concentrations of slopes over 10 percent are found in the southwest, at the end of Hill Street and in the Allgood Street-Lake Drive area. Smaller areas of this type are found off Ridge Road near the Person County Memorial Hospital and in the Pointer Street area. The remaining vacant property within the city is generally below the 10 percent slope limit and could generally be utilized for most any type of development.

Access

Vacant land will remain unused for a number of reasons. One may be that the property owner for some reason is unwilling to develop the land. Another may be that the land is a flood plain, marsh or excessively steep. A third reason might be

that the parcel has little or no access, thereby being difficult to reach. The following discussion will deal with the problem of access.

A number of parcels in the Roxboro Area have access problems. Some areas that have good industrial potential are not being developed because the railroad is too far away. Other parcels that are provided with adequate railroad frontage are too small or too steep.

One area which has access problems is located in the north-western section, off Madison Boulevard. There are no streets within the site, and it is landlocked on two sides by residential development. In terms of the other criteria discussed, most of the area is potentially good for all types of development. The main limitation is that the frontage on Madison Boulevard is not easily accessible because Tanyard Creek flows through there. From the Ridge Road side, growth seems a bit more feasible. Street extensions could be made from Manford and Jefferson Streets in order to open the area for development.

There is a predominance of vacant land along the railroad. When the railroad was built the main idea was to locate terminals, transfer points, and industry along its rights-of-way. This did not happen. Many homes were built close to the railroad and now the areas which are vacant are either surrounded by these homes, are too small for development, have steep slopes, or are not served by a major highway.

Utility Extensions

Utility extension policies have a definite effect on how and where land will be developed. The Roxboro Area is fortunate

in having current policies which indicate that the city can extend sewer and water lines into areas of the township where it is thought to be feasible. Within the planning period, the City of Roxboro will be constructing a sewage treatment plant and building new trunk sewer lines in the southern and western sections of the township. The construction of these lines not only reflects the current direction of development, but also has a direct bearing on where new homes, businesses, and factories are located.

If a particular area is to be developed, the city must evaluate whether or not the extension of utilities into the area is economically feasible. The City will have to recoup its investment in utility extension either through assessments or sewer and water rate charges.

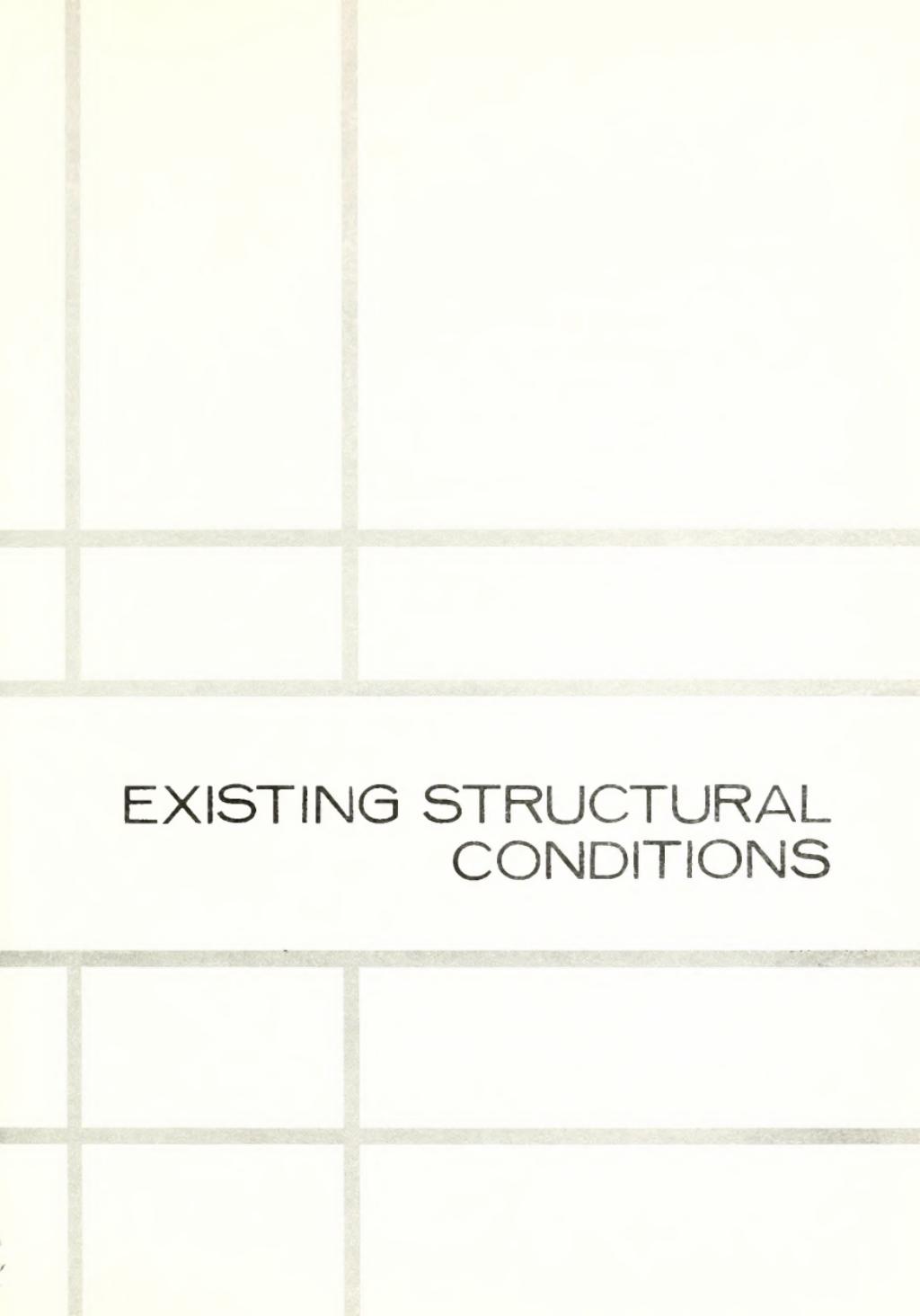
Roxboro Area Land Use Problems

The preceding discussion of the various characteristic components of the land in the Roxboro Area has brought to light some specific problems. The following is a list of some found in certain areas around town:

- (1) poor street design;
- (2) odd-shaped lots;
- (3) lack of coordination between road and rail locations;
- (4) inadequate rights-of-way in some streets;
- (5) no major east-west thoroughfares;
- (6) development of the eastern section of the township limited by the railroad;
- (7) unpaved roads in the outlying areas;
- (8) congestion at many major intersections;
- (9) many vacant parcels with little or no access;
- (10) uncontrolled development of "strip commercial" shopping facilities on Madison Boulevard; and

(11) mixing of land uses which are not compatible --
e.g., a house next to an industrial plant.

The examination of land capabilities in the Roxboro Area has pointed out specific limitations upon development in some areas. The purpose of the land capabilities section is to identify areas of significant potential or problems as far as future development is concerned.



EXISTING STRUCTURAL CONDITIONS

EXISTING STRUCTURAL CONDITIONS

In order to have a realistic picture of the Roxboro Area, we not only have to examine the existing land use but also the conditions of the buildings. Once we are able to define those areas in good condition, and those which are blighted, we will be able to indicate those sections which are prime for further development and those in need of redevelopment.

In April of 1963, a survey of external conditions of all buildings* in Roxboro Township was completed. Structures were examined on the basis of the following categories:

- (1) Standard - those buildings in good condition, needing no repair.
- (2) Minor Repair - those buildings in need of general maintenance or upkeep such as painting, repair of steps, etc.
- (3) Major Repair - deteriorating buildings having conditions such as crumbling foundations, holes in the roof, siding missing, etc. These buildings would require extensive repairs but would be structurally safe. A large number of minor repairs constitutes a major repair classification.
- (4) Dilapidated - those buildings not safe for human habitation or use. Such conditions would be a leaning building, walls or roof sagging, a substantial hole in the siding or the roof. A large number of major repairs would constitute a dilapidated classification.

We will first look at the conditions of the City of Roxboro and then examine conditions in the remainder of the township.

* Other than sheds and garages.

The City

A. Housing Conditions

As is the case in almost every city, the housing of the population takes up the largest percentage of the land and the largest number of buildings. Out of a total of 1,646 buildings in the city, 1,459 are used as houses. This figure represents 88.6% of all the buildings used for various purposes within the corporate limits.

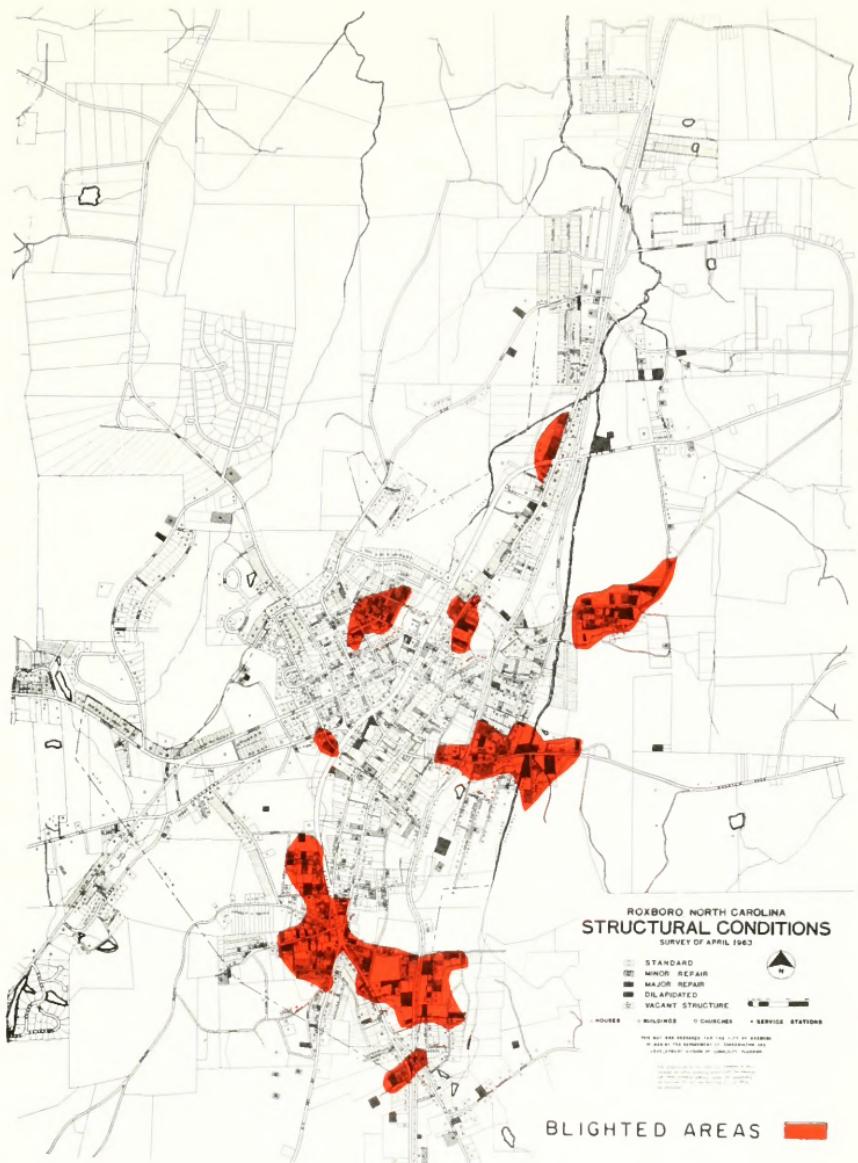
Of these 1,459, 1,230 are in good condition and need no repair. This means that 84 percent of all the houses are standard. Some type of minor repair is needed on 163 of the houses; this figure constitutes 11 percent of the total dwellings. The major repair category accounts for 43 of the houses or 3 percent of the total. Under the dilapidated section we find there are 23 homes. This means that 2 percent of the homes in Roxboro are not fit to live in. Compared to other urban areas in North Carolina, housing in Roxboro is in relatively good condition. The 1960 Census found 7% of all North Carolina urban housing to be dilapidated.

B. Over-all Conditions

Now let us see what the over-all conditions in Roxboro are. The following table shows the total number of buildings which fall into each category and the percentages each category constitutes of the total.

All buildings within the City Limits:

	Number of Structures	% of Total
1. Standard	1,382	84
2. Minor Repair	184	11
3. Major Repair	49	3
4. Dilapidated	31	2
TOTALS	1,646	100.00



These figures illustrate the fact that most of the buildings in Roxboro are in good condition and need no immediate repair. All structures do need periodic maintenance to insure that they will remain in the standard classification. Any negligence on the part of the individual property owner is detrimental to his own property in terms of value, the effect it would have on any adjoining properties, and the over-all appearance of Roxboro.

There are a few areas within the city where measures should be taken to eliminate substandard homes and buildings. Such conditions are not only detrimental to the city, but also constitute a hazard to the occupants in terms of unsafe and unsanitary living conditions. There are a number of areas where concentrated blight exists in and around the city, as shown on the blighted areas map. In their order of seriousness, the worst section is that of Sugar Hill Road, then First Street, Nichols Avenue, Broad Street, and Jones Street, respectively. Each of these areas are in need of rehabilitation and spot clearance of some structures. The map also shows three minor concentrations of blighted conditions which should receive attention. Even though more than three-fourths of the buildings are in good condition there is still room for improvement. Elimination of the blight will not only save the city money in terms of municipal services provided but also will enhance the over-all appearance of Roxboro.

Remainder of Township

Let us now turn our attention to the remainder of Roxboro Township and look at the external structural conditions of that area. Again housing will be our first consideration, followed by an explanation of the conditions found in all buildings in order to have a total picture of the external conditions found in this outlying area.

A. Housing Conditions

There are 1,837 houses in the area outside the city. Approximately three-fourths of these dwellings are in good condition. The minor repair and major repair categories constitutes another 22%, or 398 homes. Dwelling units not fit to live in make up about six percent of the total, or 112 structures.

Comparing the city and the remainder of the township, we find that the outlying areas have a much higher percentage of structures requiring repairs or demolition. The city has about 12% needing attention, while the remainder of the township has about 25% of the homes requiring some work. It is significant to note that substantially more redevelopment and reconditioning will be required in the outlying areas than in the city.

B. Over-all Conditions

Out of the total of 2,849 structures in the surrounding area, 1,564 are in good condition. This constitutes more than one-half of the total number of structures. Thirty-four percent of the total are listed in the minor and major repair categories; this percentage accounts for 965 buildings. The dilapidated classification lists 320 buildings or approximately 11% of the total structures outside the City Limits, although many of these are tobacco barns or other farm buildings.

The following table shows the total number of buildings which fall into each category and the percentage each category makes up of the total number of buildings outside the City Limits.

ALL BUILDINGS OUTSIDE THE CORPORATE LIMITS

	Number of Structures	% of Total
1. Standard	1,564	55
2. Minor Repair	530	19
3. Major Repair	435	15
4. Dilapidated	320	11
TOTALS	2,849	100.00

Recommendations

There are a number of actions which may be taken to correct the situation described above. The City and County should do all they can to see that those buildings unfit for use be torn down. It is not only the responsibility of the property owner but also of the governing bodies to see that conditions of deterioration and dilapidation do not occur. Many of the people living in dilapidated homes do not have the financial means to correct their own situation. This is where the local officials should step in and provide assistance for renovation of the structure or demolition and the provision of more livable quarters for such people.

There are legislative means which Roxboro and Person County have at their disposal to correct some of the above conditions. Proper enforcement of housing and health codes would help in bringing unsafe and unsanitary buildings up to standard. More rigid application of the building code would insure better construction practices. New development can be more orderly and efficient by better enforcement of the existing zoning ordinance and subdivision regulations.

It is generally easier to correct minor and major repair conditions than dilapidated conditions. One of the most effective means which could be used in the Roxboro Area would be the instigation of a "clean-up, fix-up, paint-up"

program. Through the cooperation of the Courier-Times and radio station WRXO, the citizens could be encouraged to make those minor repairs that they may have been putting off. Awards could be given for achievement in fixing up various buildings throughout the area. Such a program has unlimited possibilities.

POPULATION INCREASE EXPECTED

Since the initial publication entitled "Population and Economy - Roxboro, North Carolina", the planning program for the City of Roxboro has been expanded. Such enlargement called for a similar expansion of our knowledge of the area surrounding the city. The population, in terms of its characteristics and composition, was the subject with which we were primarily concerned. The following discussion examines the population of Roxboro Township and explains the significance of the population projection to 1980.

The over-all population picture through 1980 is one of gradual increase in most of the age groups. Those persons in the 40 to 45 age grouping will show a slight decrease due to the low birth rate during the 1930's. This condition is almost reversed when we examine the age group which was born during and after World War II. Those age groups ranging from birth to 15 years, and from 55 to 65 will realize the most significant amount of growth between now and 1980.

The population within Roxboro Township is tending to have a larger number of people in the older age groups. This is illustrated by the fact that in 1960 there were 789 persons in the "64 and over" age group, and by 1980 it is expected that there will be 2,058 persons within this same category. This represents an increase of about 1,269 persons. One of the main reasons for this occurrence is that people are tending to live longer. The following table lists the various age groupings by race and sex for 1960 and 1980. It should be pointed out that after age 24, the groupings are divided into ten year increments rather than the five year increments found from age 0 to 24.

POPULATION PROJECTION FOR ROXBORO TOWNSHIP BY
RACE, SEX, AND AGE 1960-1980

Age	White Male		White Female		Nonwhite Male		Nonwhite Female	
	1960	1980	1960	1980	1960	1980	1960	1980
0-4	503	607	472	586	242	322	254	351
5-9	427	550	415	541	225	309	243	307
10-14	426	561	433	567	205	288	183	312
15-19	357	469	379	477	149	256	170	230
20-24	264	359	307	388	91	135	110	166
25-34	582	717	614	752	213	227	188	252
35-44	645	613	684	650	217	148	202	182
45-54	587	619	604	707	122	125	176	178
55-64	372	625	410	707	81	146	106	185
65 & Over	250	665	340	994	88	161	111	238

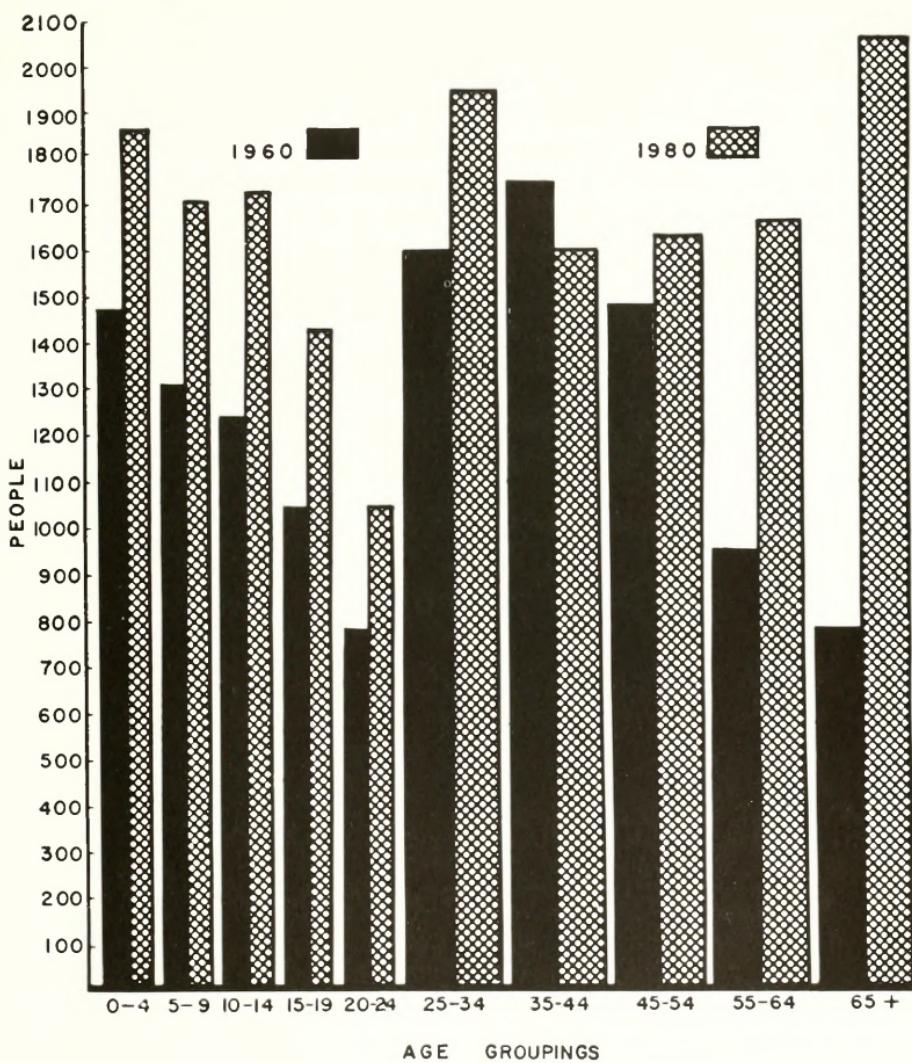
Age	TOTAL MALE POPULATION		TOTAL FEMALE POPULATION	
	1960	1980	1960	1980
0-4	745	929	726	937
5-9	652	859	658	848
10-14	631	849	616	879
15-19	506	725	549	707
20-24	355	494	417	554
25-34	795	944	802	1,004
35-44	862	761	886	832
45-54	709	744	780	885
55-64	453	771	516	892
65 & Over	338	826	451	1,232
TOTALS	6,046	7,902	6,401	8,770

TOTAL POPULATION PROJECTION FOR ROXBORO TOWNSHIP 1960 TO 1980

Age	1960	1980
0-4	1,471	1,866
5-9	1,310	1,707
10-14	1,247	1,728
15-19	1,055	1,432
20-24	722	1,048
25-34	1,597	1,948
35-44	1,748	1,593
45-54	1,489	1,629
55-64	969	1,663
65 & Over	789	2,058
TOTALS	12,447	16,672

This is a gross increase of approximately 4,225 persons for the twenty year period.

POPULATION PROJECTION FOR ROXBORO TOWNSHIP



Roxboro Township had a 1960 population of 12,447. If current trends continue, the 1980 population is expected to reach a high of 16,672 persons. This represents a gain of approximately 4,225 persons for the twenty year period. Comparing the township's percent of increase with the state and the nation, we find that Roxboro Township's population will increase by about 33 percent while North Carolina will increase by about 22 percent for the same period. Meanwhile, the entire nation will be growing at a rate of approximately 39 percent. All indications are that the township will realize a large portion of the county growth.

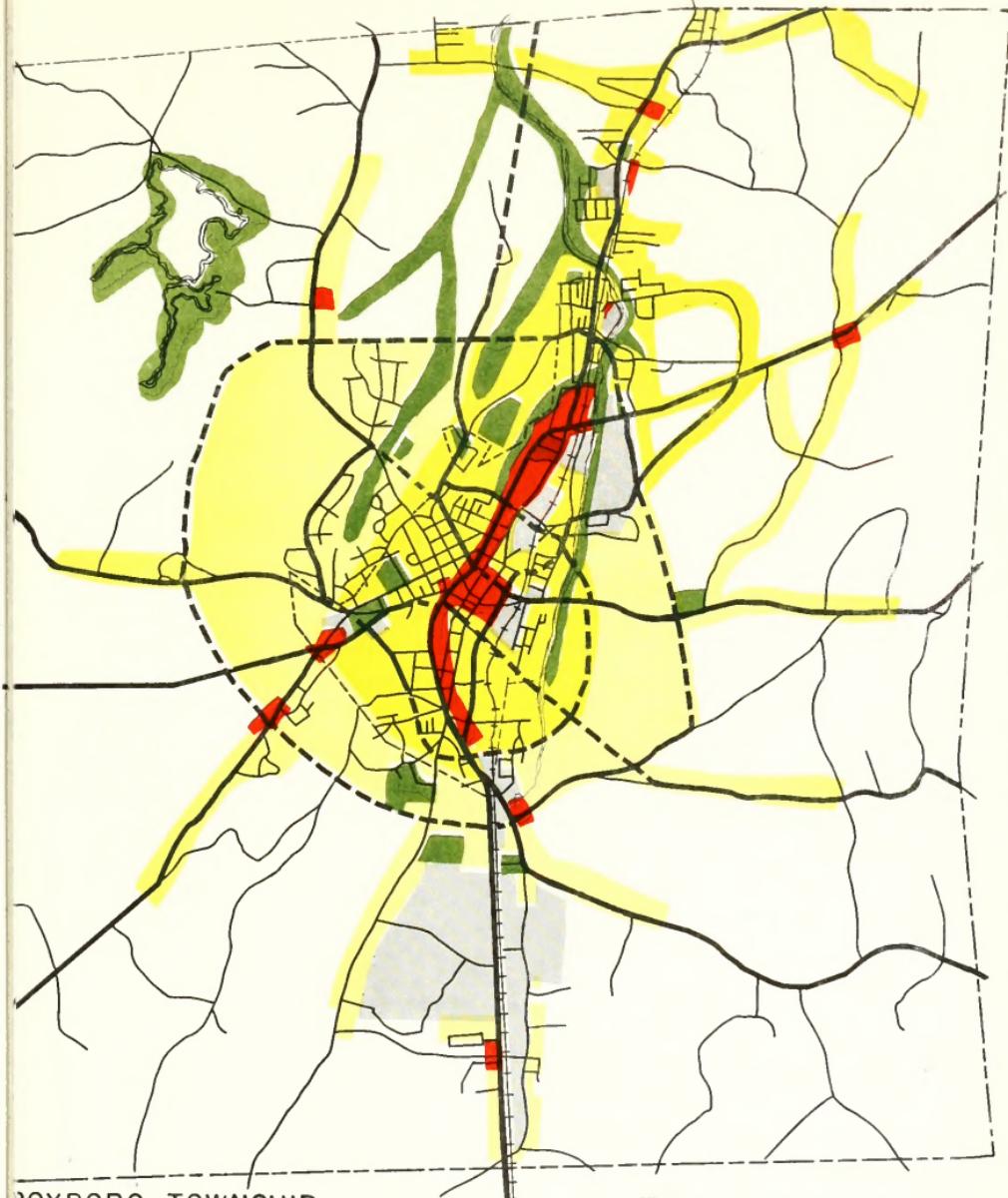
ROXBORO DEVELOPMENT PLAN

RESIDENTIAL AREAS

The Development Plan illustrates the anticipated residential growth during the planning period (1960-1980). In locating and delineating residential areas, a number of factors were taken into consideration. It is here that the Land Capabilities Section of this report comes into play. Soil conditions in terms of their suitability for septic tanks and basement construction were examined. Access to vacant parcels shown as future residential areas was given consideration, but generally the needed access to these areas will be provided by the speculative developer. The extension of city sewer and water into areas not served was of prime importance. It is in conjunction with sewer lines that the topography will have some influence.

The Development Plan shows two different types of residential areas. The first area, shown in the darker yellow is found in and immediately adjacent to the city. This is the area which can be served by sewer facilities without necessitating the construction of pumping stations. The boundaries of this higher density residential area (10 to 15 persons per acre) are based on the major ridge lines which run north to south within the township. The second area shown in the lighter color, is the area where septic tanks will have to be used.

This second type is found in the existing rural areas, generally along the major roads. The density is expected to be relatively low in these areas, probably 5 to 10 persons per acre. In order for the city to serve these areas with sewage treatment facilities, there would have to be considerable capital expenditures for sewage pumping station construction. An adequate pumping station will cost from \$20,000 to \$30,000, not including maintenance of the facility. Before any construction of such facilities is commenced the



ROXBORO TOWNSHIP DEVELOPMENT PLAN

0 1 MILE



RESIDENTIAL
BUSINESS
INDUSTRIAL
SOCIAL & CULTURAL
THOROUGHFARES
MAJOR EXISTING PROPOSED

city should be confident that the area in which the pumping station is to be built could be fully developed and annexed, thereby increasing the tax base of the community. This is the best method for insuring that the city will be able to recoup its investment in the pumping station.

In order to be confident that sufficient land has been set aside for residential growth during the planning period, let us refer to the density ratio.^{1/} By proportioning this existing ratio of $\frac{12,447}{1,700}$ persons to the expected population in 1980 ($\frac{16,672}{x}$) to an unknown (that being the number representing the future residential land needs) we can roughly determine how much additional residential land will be needed in 1980. The unknown figure equals 2,276 acres, or an anticipated increase of approximately 576 acres. In this calculation we have assumed that the over-all township density will remain the same.

The areas shown as residential on the Development Plan tend to be somewhat of an overestimation as to the township's development during the planning period. More than 3,000 acres have been indicated. At present density levels for the entire Township, this 3,000 acres would accommodate in excess of 21,000 people. This excess of area has been shown to permit a variety of areas to be developed for residential purposes. The areas shown on the plan for new homes will definitely be adequate during our planning period.

Between now and 1980 there are particular areas within the city and immediately adjacent to it which will realize substantial expansion. This is not to imply that growth will

^{1/} Density ratio is the number of persons per residentially used acre in the Township Area.

not be taking place some distance from Roxboro, rather that the largest share of the township's expansion will most likely be occurring close to the city. The Hillcrest Road area will experience some growth, but such growth will be limited due to problems of utility service. The area in the vicinity of Ridge Road will tend to develop quite rapidly. Current subdivision and construction activity is at an unheard of high in this area. The land to the south of Mountain Road will also be starting to develop, the amount of growth depending on the extension of utilities into the area. The land immediately adjacent to Person County High School will become more intensely settled by 1980. Much of this growth will be dependent on whether or not an elementary school is constructed on the site indicated on the Development Plan just south of Person County High School. These areas will most likely constitute the major housing developments which will be occurring within the next fifteen to twenty years.

As was mentioned above, this listing is not all-inclusive. It is meant to be used as a guide for rational, practical decision-making. In actuality, this is the purpose of the Development Plan, to assist the community to grow in an orderly and reasonable fashion. We should also remember that the Development Plan is a flexible guide, subject to revision. Conditions within the Roxboro area are changing and therefore it is necessary to revise the development scheme and the thinking which has gone into it at least every five years. As often as the plan is re-evaluated, the more valuable it will become as a guide to the development of the township.

BUSINESS AREAS

Commercial activity has tended to grow as the Roxboro Area

has developed. The number of shops, stores, restaurants, and other business establishments has generally kept pace with the expansion of the population, and the actual demand for these types of facilities. As the township has tended to become more urban, the focal point of rural economic life, the general store, has tended to lose its significance. Rural people are becoming more urban oriented and more dependent on the city to serve their needs. Price, selection, quality, and the psychological value of coming to the city have had a pronounced effect upon the rural person in the township area.

In contrast to what is occurring in the outlying areas, the city's shopping facilities are growing rapidly. This increase in business activity is indicated by two factors. First, retail sales have been steadily increasing within Person County during the past five years. During the 1962-63 fiscal year Roxboro Township had approximately 80% of the total retail sales for the county. During the previous five years Person County's retail sales have been increasing by about 8% per year. Roxboro's share of total retail sales of \$26 million was about \$20 million for that 1962-63 fiscal year.* Coupled with this gradual increase in retail sales, there has been substantial construction of new commercial buildings during the same period. These two indicators are evidence of an expanding economic situation in and around Roxboro.

There are four types of business activity within the township area. The first, the rural store, is on the decline and will probably cease to exist within the next twenty to thirty years.

* Estimated

The remaining three are the following: (1) Neighborhood Shopping Areas; (2) Highway Business Areas; and (3) Downtown Business or Central Business District (CBD). The following is an examination and explanation as to what is called for in the plan in terms of the expanding business community within Roxboro Township.

(1) Neighborhood Shopping Area:

The Development Plan shows the locations of six neighborhood shopping areas within Roxboro Township. Each of these neighborhood centers would provide for the sale of convenience goods (foods, drugs, etc.) and services (laundry and dry cleaning, hairdressing, shoe repairing) for day-to-day living needs. Each center would serve those persons living in the immediate area and for a radius of about one mile from the shopping area. It is essential that these shopping areas be located in those sections which have related concentrations of population.

<u>NEIGHBORHOOD SHOPPING FACILITY</u>	<u>GEOGRAPHIC AREA SERVED</u>
1) Intersection of NC #49 and US #158	Pine Lakes and central western portion of the township
2) Intersection of Brooksdale-Allensville Road and the Old Durham Highway	Brooksdale and the southeast section of the township
3) Intersection of US 501 south and S.R. 1148	Somerset and the southwest section of the township
4) Intersection of NC 49 north and S.R. 1521	Northeastern section of the township
5) Intersection of US 501 north and S.R. 1351	Cavel, Longhurst, and north central section of the township
6) Intersection of S.R. 1347 and Chub Lake Road	Northwestern section of the township

Many of the establishments which compose a neighborhood shopping area are present in the areas listed above. As the population in these sections of the Township increases, those types of commercial facilities which are needed will probably be made available. The Roxboro Area is fortunate in having several relatively well-located neighborhood shopping facilities.

(2) Highway Business:

As the heading of this section implies, here we are mainly concerned with those types of business activities located on the major roads or, more specifically, those uses which are oriented to the automobile. Examples of the business establishments found within these areas are service stations, drive-in restaurants, motels, and bowling alleys. The Development Plan indicates five areas where these types of uses are to be located.

The first highway business area is located at the intersection of U. S. 501 (north) and North Main Street extending north on Main Street to where the Branch crosses the road and south on Madison Boulevard to the northern boundary of the Woody Village Shopping Center. The second highway business area is found further south on Madison Boulevard extending from the Woody Village Shopping Center to Morehead Street. This development will be of a uniform depth in most of this section, generally one lot deep because the backs of these boulevard properties abut residential neighborhoods. The third section is located between Morehead Street and Gordon Street along Madison Boulevard. Because of proposed realignments, rough topography, and steep grades, it is questionable whether this area will be totally developed for highway business use. The fourth area runs from Gordon Street south on Madison Boulevard to Foushee Street intersection with the Durham Road. This section of the boulevard

will have some development problems because of the lay of the land. The last highway business area is located on the southwestern end of N. C. highway #49 near Pine Lake Sub-division.

In all of the area which have been indicated above there are large tracts of vacant land. If current trends are any indication as to what may be occurring in the construction of new businesses in and around the city, we can look for a gradual filling up of much of the land which has been set aside. There have been more commercial buildings constructed within the past two years than were built during the previous ten years. There are two reasons for this increase in construction activity. First, a number of new automobile oriented uses have been established in Roxboro. Second, a number of businesses which were previously located in the downtown area have found it to their advantage to move out of the Central Business District. The combination of these two factors has caused substantial gains in the number of highway business uses within Roxboro Township.

(3) Central Business District (CBD):

By and large, those stores that are located downtown are - and should be - those serving the pedestrian comparison shopper, rather than the automotive public. The existing boundaries of the downtown area are shown on the central business district map.

Basing our expected growth of the Central Business District on current development trends within the area, and the actual need for increasing retail space for new activities, all indications are that the CBD will have the following boundaries by 1980: Madison Boulevard; Factory Street (Gordon Street extended); approximately 300 feet north of Reams

Avenue; and Foushee Street. Until the improvement of Foushee Street, most of the growth of the central area will tend to go in the direction of the City Hall and the new Telephone Building.

Downtown areas, across the Nation, are beset with problems not faced by highway business or neighborhood shopping centers. The downtown is usually the oldest part of town. It is usually at the intersection of all major roads serving the city. The property is usually owned by many different people - some of whom may reside far from the city. Often the downtown is neither a convenient, a competitive, nor attractive place to do business. It is no wonder that many downtown areas are being successfully challenged by outlying shopping centers.

If the Roxboro Downtown Area is to hold its own, the cooperative efforts of the city, merchants, downtown property owners, and others will be required. The decision has already been made to proceed with the preparation of a plan for the downtown area. But no matter how valid a plan may be, it cannot succeed without the interest and cooperation of all local citizens with a concern for the downtown area.

INDUSTRIAL AREAS

The growth and prosperity of any urban area often depends on how much industrial activity is found within its boundaries. Further, the specific types of industrial activity will have a great effect on how dynamic and stable the local economy will be. At present the industrial base of Roxboro Township is made up of textile and lumbering oriented plants. There is an over-all lack in diversification throughout Roxboro.

Even though this is the case, it is anticipated that these industries will be expanding during the planning period, therefore adding more jobs and money to the Roxboro economy.

During the past year efforts to acquire new industry have taken a large step forward. The Roxboro Development Corporation has been instrumental in finding a suitable site for a valve-core manufacturer. In addition to providing additional jobs this plant will also contribute to the diversification of the local economic base.

To accommodate a large portion of the industrial expansion which is expected during the next twenty years, the Development Plan has set aside ample industrial land. Before examining the proposed industrial sites let us consider what an industrialist looks for when he is thinking of building a new plant.

When an industrialist examines a particular parcel of land, there are six criteria by which the site is evaluated, in addition to its cost. First, the area should have good access from major highways, and in some cases, be near the rail facilities. Second, the site should be large enough to accommodate the industrial operation, parking, loading, and possible expansion. Third, the area should be free from conflicting or nonconforming uses of the land such as houses, business establishments, schools, and the like. Fourth, there should be adequate utilities (sewer, water, electricity) on the site or utilities that can be easily extended when the need arises. Fifth, the site should be relatively flat (less than 5% slope), be well drained, and have an appropriate soil type in terms of load bearing capacity. Sixth, the area should have appropriate zoning in order to protect the industrialist should he decide to build a plant. He wants to protect his investment and by not allowing houses,

businesses, and similar conflicting uses to be constructed on or near the site, the industrialist is almost guaranteed of an area free from nonconforming uses. This will allow him to expand his plant and not to worry about other uses infringing on his ability to do so.

Now that we have the above criteria in mind let us examine the sites shown on the Development Plan. The first of these sites includes a large tract located in the Sommerset Area. A portion of this parcel is owned by the Roxboro Development Corporation, their land being known as the Roxboro Industrial Park. As is shown on the Development Plan the tract is bordered by U.S. 401 and N.C. 157. Internal access is provided by a newly constructed road not shown on the plan. The site is over 400 acres in size, allowing ample room for expansion of plants which would locate there. About 90% of the area is vacant, the remainder being composed of farm houses. Plans are now in the final stages for the construction of a sewage pumping station (to be located in the extreme southern portion of Sommerset) and a force-main sewer line which would connect into the city system at the city limits and U. S. 501 south. The pumping station and connecting line should be completed by early 1965. Water and electrical facilities are readily available. Slopes within the area are gentle to gently rolling and present no grading problems. The topography is predominantly of the Piedmont type. As of August 1962 the area was zoned for industrial uses only.

Based on the above physical considerations, we can see that this tract is well suited for industrial use. Of course, there are other considerations which an industrialist must take into consideration. Before choosing a new location he should recognize the factors of labor supply and proximity of the market for his product. These are factors which are

ever-changing and are far beyond the scope of our Development Plan. We mention such factors so as not to mislead community leaders into thinking that because the land is available for industrial growth, such development will take place. On the other hand, this area has many more existing advantages than other large tracts of vacant land found throughout the township.

On the east side of the Durham Road another area is set aside in the Development Plan for future industrial growth. The Pat Brown Lumber Company and Crown Aluminum are found here. This area has been divided into three tracts by existing industry. The first and northernmost tract is approximately 40 acres in size, having good access to highway and rail facilities. The second and third tracts, 4 and 8 acres, respectively, have the same locational advantages. The first tract is of ample size to accommodate one large plant while the two smaller tracts are set aside as areas for expansion of existing industrial plants. Slopes, utilities, drainage and soils are no problem at either tract. Zoning has been in effect since August of 1962. In the event this area described above would not be large enough to handle anticipated expansion, ample space has been shown on the plan in the vicinity of the Talbert Lumber Company. Eighty-four acres are shown on the Development Plan in the vicinity of the lumber company, while less than twenty acres are utilized today. The plan indicates an abundance of land which could be made available for industrial expansion within the Sommerset Area.

The third industrial area is located to the north of the one just described. It is divided into two tracts by the proposed extension of Clayton Avenue. Both parcels of land have relatively good access to major roads and direct frontage on the railroad. The first tract, located south of Burch Avenue

is approximately 13 acres in size, while the second parcel found on the north side of Burch Avenue is about 22 acres. A portion of the land is utilized by industry at present, with a few residential uses scattered throughout. All utilities are available with no slope, drainage, or soil problems evident. Some of this area is zoned for industrial usage, but the problem of conflicting uses within the two tracts is evident.

The sites which could be utilized for industrial activity within this tract have advantages and disadvantages. If such an area were divided into smaller parcels of land, it would be ideal for small manufacturing plants which need to be located on the railroad, and would like to be relatively close to the concentrations of population (i.e. the work force). Limited assembly plants, printing establishments, and similar facilities would find such an area desirable.

Until now all we have discussed is industrial acreages based on physical criteria set by prospective industrialist. The most important question which arises is, "Do we have enough land set aside for industrial growth?" The best indication of this is given in the report entitled Population and Economy, Roxboro, North Carolina. This report describes what the local economy has been doing in the past and what will most likely occur during the next 15 to 20 years. The estimates made in the report are based on local, state, and national employment trends.

On page 39 of the Population and Economy Report, estimates of the total manufacturing employment appear. If present local trends continue (with consideration being given to the national trends for the same activities) the Roxboro Area can expect to have about 3,500 persons employed in manufacturing jobs by 1970, and approximately 4,400 persons

in manufacturing activities by 1980. As of 1962 there were 2,900 persons working in the area's manufacturing plants. The above projected figures represent an addition of 600 workers during the first decade and 900 more workers added by 1980.

These estimates of total manufacturing employment can be related to the acreages of land which will be needed. This relationship is expressed as the industrial density or the number of workers for each industrially used acre. Within the Roxboro Area there are approximately 154 acres used for manufacturing with a total employment of 2,915 workers. The industrial density for Roxboro Township is about 19 workers per acre. Comparing this ratio to other cities throughout the country, we find that Roxboro is better than 10 workers per acre lower than other cities. Greensboro, for example, uses an industrial density figure of 30 workers per industrially used acre.^{1/} The significant thing to point out here is that in having some extensive tracts of land for industrial development, Roxboro will tend to be attractive to industries which can utilize these extensive acreages. The predominance of lumbering activities presently in the Roxboro Area reflects this occurrence.

In order to determine the relative adequacy of the industrial land allocations shown on the Development Plan we shall apply the present density ratio to the projection of manufacturing employment through 1980. This technique of proportioning is a very rough yardstick when determining future industrial land needs, but it does give us an indication as to the proper direction. By applying the ratio of $\frac{2915}{154}$ to $\frac{4400}{x}$ we

* See Urban Land Use Planning, by Stuart Chapin, Page 308.

find that $x=232$ acres, this being the total acreage we can expect to be using by 1980 based on the anticipated manufacturing employment. In simpler terms it means that we should set aside a minimum of 78 acres to accommodate this increase in manufacturing employment. The Development Plan has indicated more than 800 acres of industrial land over and above the land presently used by industry. This is enough land to accommodate over 15,000 workers, providing the industrial density (workers/acre) remains the same. The most obvious conclusions which can be drawn is that there is a sufficient amount of land set aside for expansion of the Roxboro Area's industrial base, well beyond the planning period. There is some advantage in having industrial acreage available far beyond our foreseeable needs. This provides a variety of sites for a prospective industrialist to choose from. It also exists as a reserve in case industrial expansion occurs at a rate much greater than currently anticipated.

SOCIAL AND CULTURAL AREAS

A. School Facilities

Education of the young people of our society takes a large portion of our tax dollar each year. Forty-one percent of the school system's revenue comes from income taxes. Let us examine the school system within the Roxboro Area and try to derive some idea of its adequacy in terms of physical facilities. This will give us some indication as to how well our tax money is working for us. We will first look at the elementary school situation and then examine the secondary level of education, using standards which are deemed most acceptable by the nation's educators.

There are six elementary schools within the Roxboro Area. They are the following:

School	No. of Students	Actual Acres	Recommended Acres
	2/		1/
(1) East Roxboro School	44	.5	2.0
(2) Roxboro Elementary School	881	5.0	15.0
(3) Earl Bradsher School	559	5.0	12.0
(4) Central School	326	.75	10.0
(5) Longhurst School	192	1.0	5.0
(6) Gavel School	198	2.0	5.0
TOTALS	2,200	14.25	49.0

The following is a listing of standards which have been developed as guides for school officials in planning for new school facilities. These recommendations pertain to the size of the facility, the number of students that is most desirable for each school, and the maximum distance which each child should be from his school. For each additional one-hundred students approximately one acre should be added to that particular elementary or secondary school site. The recommended maximum walking distance for an elementary school student is three-fourths of a mile. This is the equivalent to about 30 minutes in travel time. The standard for high school students is somewhat higher, a walking distance of one and one-half mile, or about forty-five minutes of travel time. The final recommendation deals with the capacity of

1/ Students	200-400	500	600	800	1,000	1,200	1,400
Elementary							
Site Size	10 acres	12	12	15	--	--	--
Secondary							
Site Size	12 acres	14	16	20	24	26	28

These are minimum site size recommendations as developed by the Division of School Planning, N. C. Department of Public Instruction.

2/ As of Fall-1963.

different types of facilities. Elementary schools should range from 180 to 600 students. Secondary schools should have a minimum of 400 students and a maximum of 1,500 students. In each case the maximum number of students per classroom should not exceed 30.

In evaluating the six elementary schools within the Roxboro Area, it is evident that none measure up to the standards listed above. The Earl Bradsher School is the only school that approaches the desired standards, even though there are twice as many students as is desirable for that particular acreage. According to the above standards there should be 49 acres of land devoted to the schooling of the area's youth while presently there are only about 14 acres used for schools.

Due to the fact that the present facilities are overcrowded and below the standards which have been discussed, it is felt that the future school needs should reflect standards which would ensure adequate educational facilities. According to the population projection for Roxboro Township, the age groups of 5 to 14 years will be increasing by about 34% by 1980. This means that the present school population of 2,200 will be increased by the same percentage, or by about 748 students. This means that about 64 acres should be utilized for school facilities to accommodate an estimated 2,948 students from Roxboro Township alone. This projection does not include anyone from the other townships of Person County. Land should be set aside now so that the anticipated growth can be taken care of.

Turning our attention to the two high schools located within the Roxboro Area we are able to see that these facilities are up to the present site location standards. They are the following:

Roxboro High School	726 students	20 acres
Person County High School	783 students	20 acres
TOTALS	1,509 students	40 acres

According to the population projection for this age group, there will be 35% more high school age people in the Area in 1980 than there are today. Applying this percentage increase to the current enrollment figures above we find an additional 528 students will be in the secondary school system. If the standards listed above are to be followed, there will be a definite need for new high school facilities on a separate site. This new site should be a minimum of 20 acres in size and conveniently located for those students which it will serve. It is anticipated that this new facility would not only serve residents of the Roxboro Area but also students living in some of the other townships of Person County. In the event this new facility is not constructed the present high schools will soon be faced with similar overcrowded conditions which are now found in the elementary schools.

After evaluating the existing school system of the Roxboro Area let us now consider the sites of the proposed facilities indicated on the Development Plan. There are numerous considerations for the location of these additional facilities.

Proximity to the people that the school will serve is of prime importance. Also, locations should be free from noise, smoke, vibration, and any uses of the land that would be harmful or distracting to the students. Access to a particular site is another consideration. The school should be located on an improved road, but not on a major highway. Also, topographic features of the site play an important part in the useability of that location. Generally, thirty

to forty percent of the site should have a slope of less than 10%. There should also be adequate ground cover (grass and trees).^{1/}

As was pointed out in the evaluation of the elementary school facilities, there is a pressing need for the construction of new elementary school buildings at present. With an increase of 34% in the student population expected by 1980 we can see that serious consideration must be given to the location of these new elementary schools. The Development Plan proposes three new elementary school sites, each being approximately 15 to 20 acres in size. Each site could serve 600 to 800 children and the sites indicated have ample space for expansion.

The first new elementary school is shown on N.C. 157 just south of the city and on land located just north of the Roxboro Industrial Park. The facility could serve those children living in the southwestern section of the township and county. The second site is located on Mountain Road where the proposed outer loop intersects. This school could serve those of the eastern side of the area. The third elementary school site is found on the relocated section of Chub Lake Road and would serve the northwestern section of the township. Because a large number of the school children are now brought from the rural areas by bus, these new facilities would most likely serve students throughout Person County.

The Development Plan also shows expansion possibilities for

^{1/} School Design, Division of School Plant Planning, North Carolina Department of Public Instruction, Raleigh, N. C. August 1952 (Revised 1962).

some of the existing schools. The Earl Bradsher School will be able to expand once the small section of Concord Road is closed. Additional space is also shown in the vicinity of Person County High School where ample land has been set aside for expansion of the High School or construction of an elementary school facility.

It is anticipated that the high school age group will expand by about 35% by 1980. If a new facility is not constructed, conditions in the high schools will shortly become what they are in the elementary schools today. The Development Plan proposes a school site for the construction of a secondary school on the south side of Ridge Road, just north of Person County Memorial Hospital. The site is approximately 40 acres in size and has all of the advantages which an area should possess to be considered as a location for such a facility. This new high school would not only serve Roxboro Township, but would most likely act as the focus of the secondary educational system for Person County. Such a site will be able to serve the maximum number of students as recommended above. The addition of this secondary school would relieve the problem of overcrowding in the future.

B. Recreational Facilities

As was pointed out in the definitions of land usage, social and cultural activities are concerned with provisions for the mental, spiritual, and physical development of the Township's inhabitants. In the discussion of school facilities we were concerned with two of these three activities. The third, and one of vital importance is that of providing sites for open space and recreation uses. Parks, playgrounds, and similar facilities are definitely lacking within the Roxboro Area. There is no organized system of parks serving the population of Roxboro on a neighborhood basis. It is the purpose of

the following text to examine some of the alternative sites which are available in and around the city.

As is the case with school locations, there are a number of factors which should be recognized when looking for recreation sites. In order that any facility be utilized to its fullest extent, it should be located so as to provide the most service for the largest number of people. A second consideration is to recognize that there are different age groups which will be using these recreation areas. Each group has its own needs and desires in terms of facilities and equipment. It is not only important to have a large number of recreational facilities, but to provide the appropriate types of equipment for each park or playground. Thirdly, new recreation sites should be free from congestion and be easily accessible. In conjunction with this, the surrounding area should be free from excessive noise, smoke, odor, vibration, glare, and fire hazards. The above criteria were used in selection of the proposed park sites as shown on the Development Plan.

The Development Plan indicates six new park areas for Roxboro Township. In the following discussion we will examine each of these new recreation sites as to the number of persons and the area served, the types of equipment and facilities which should be provided, and the reason or reasons for each of the proposed locations. The standards which we will use in this delineation of new park areas are derived from the National Recreation Association and from the North Carolina Recreation Commission.

Each new park will serve a different segment of the population, the number varying according to the degree to which a particular section is developed. The park location between Hillcrest Road and Chub Lake Road will take the form of a

park strip along the existing creek bed. The park will be about 20 acres in size, and serve 800 to 1,000 persons. This recreation facility will probably be used most intensively by those people living in the homes immediately adjacent to the park. Equipment should include swings, and similar playground apparatus. Sufficient room should be set aside for nature trails and walkways, with play areas for small children.

Land which is rendered unbuildable by natural features sometimes can be considered prime for recreational uses. This will hold true providing there are no hazards to the area's users. Such is the case when considering a park for the Hillcrest Area. At present only a minor flood plain exists in the area which has been shown on the proposed facility. The provision of such a park would aid the area's physical development, and would also help to tie the Hillcrest Road area together. The provision of a neighborhood park for this section will tend to keep land values stable and increase the desirability of the lots bordering the park.

The park shown between Madison Boulevard and Ridge Road is of vital necessity. This particular section of the township will tend to grow at a very rapid rate if the current trend in new house construction continues within this area. The proposed park would cover approximately six acres and would be for the use of the area's inhabitants. A substantial portion of the park would border the proposed high school site. When total development of this section is realized, the park will serve from 500 to 700 persons. A variety of equipment for all age groups should be made available within the park's boundaries. This facility should be comparable to the park located in the Hillcrest vicinity in terms of play equipment.

The third park area is located along the main section of Marlowe's Creek from Roxboro Cotton Mill south to the Allgood Street area. This recreation facility will serve a large portion of the township's eastern area which, at present, does not have an organized park. As shown on the Development Plan, the park is approximately 80 acres in size. It will serve and be most beneficial to those properties which are directly adjacent or within a short walking distance. Because of the length of the park it is recommended that a network of walkways and bicycle paths be worked out. Those areas of the park which are located near the concentrations of population should be more intensively developed by installing swings, slides, tennis courts, and similar play equipment. As was the case in the two parks described above, a large portion of this proposed park would be located within the flood plain of a nearby creek. This park will serve all of the people now living in the eastern section of Roxboro.

The fourth proposed recreation site is located to the west of the Collins & Aikman plant, beginning at the northern boundary of the township and ending just north of Ridge Road, near Person Memorial Hospital. This park is approximately 120 acres in size and would serve those people living in the Longhurst-Cavel area. Due to the length of the facility, walkways and bicycle paths should be provided throughout. The extent to which this park is actively developed will depend upon how many persons choose to build homes in this area. Active development of the park may tend to be slowed because of the existing ball fields located on Park Street and behind Collins & Aikman.

The fifth proposed park north of Chub Lake Road, extends from Chub Lake Road to S.R. 1351, west of Cavel. This

recreation facility is approximately 130 acres in size, the park's service area covering the central western portion of the township. This particular facility is the most long range because the area through which it meanders is sparsely developed. All indications are that this particular section of the township will not be built-up as completely as are the areas located closer to the city. When the time comes for development of this park, foot paths and bicycle paths should be provided. As is the case with the parks described above, this facility is also to be located in the flood plains of a creek.

The unique thing about the above described parks is that all are joined to one another by the creeks of the township. Each facility is an entity in itself, with its own play area and equipment. Generally, the recreation areas can be the focal points or centers of the neighborhoods in which they are located. Yet, each park is a component of an over-all outdoor recreation system. Through the utilization of the existing creek beds and adjacent flood plains, the Roxboro Area will be able to achieve a functional and coordinated system of parks and open spaces. There are two benefits which the township might realize through the provision of such recreational space. First, the values of the land immediately adjacent to the parks may tend to rise, thereby increasing the tax base of the community. Second, open space will have been saved for future generations to use and enjoy. In addition to this, land along the creeks would have been preserved in an open condition minimizing the possibility of future economic loss from flooding.

The sixth park area shown on the Development Plan is located around the Roxboro City Lake. Large portions of this area are vacant or woodland and would make the ideal location for a water-oriented recreational facility. The Roxboro City Lake

is approximately 170 acres in size, with boating and fishing facilities located about one-third of the distance from the lake's southern terminus. It is recommended that this natural recreation area be developed into an area of nature trails and camp sites. Consideration should also be given to the possibility of constructing utilities, shelters, and similar facilities which would encourage the use of the lake for more intensive recreational purposes. Such an area could serve the entire county, and also areas outside the county boundaries.

The construction of the Carolina Power and Light Lake which is taking place in the northern section of Person County will definitely have an impact on the recreational facilities of the Roxboro Area. The amount of impact will depend upon the willingness of the company to open up the lake for recreational activities. At the present time the intentions of Carolina Power and Light are unknown.

As more people come into the Roxboro Area during the planning period there will be increased pressure for the development of an adequate park system. There is not only a future need for these facilities, but existing facilities are totally inadequate. It is strongly recommended that the suggestions discussed above be given immediate consideration and that steps be taken to correct the current situation.

THOROUGHFARES

The final component of the Development Plan is that of the thoroughfare plan. The plan for future development of the street system attempts to tie all other land use components into one coordinated and organized community. Before we

examine the physical improvements which are recommended, let us discuss the background and reasoning used in the thoroughfare plan.

The first step in thoroughfare planning is to identify the functions which the different streets perform. By function, we mean what kind of a street is this particular street, i.e., what kind of traffic does the street carry. The street identification by type is accomplished by examining current traffic volumes, pavement widths, and traffic flow. Following the classification of all streets within the urban area we try to work out the best possible scheme for moving traffic into, around, and through the city.

In classifying the street system, we have used the following terms.

- (1) Cross-Town Routes - those streets generally bounding the downtown area of a city. Examples of cross-town routes are Foushee Street and Factory Street.
- (2) Radial Routes - those streets moving traffic from the suburban areas to the center of a city. Examples of radial routes are Mountain Road, Chub Lake Road, and Leasburg Road.
- (3) Inner Loop - those streets which carry traffic from one section to another in a circumferential or circular manner without going through the center of the city. Examples of the inner loop type streets would be Hillcrest Road to Winhaven Street.
- (4) Outer Loop - those streets designated to carry traffic around the city, without actually entering the built-up areas. An example of this would be the construction of a road connecting N. C. 57, U. S. 158, N. C. 49, N. C. 157 and U. S. 501 south.

(5) Internal Bypass - a street constructed within the City having as its primary objective the movement of traffic through the urban area. Such a street may also serve as a radial and/or a cross-town route. An example of this would be Madison Boulevard.

With the above definitions in mind, let us turn our attention to the thoroughfare plan for the Roxboro Area to see how these definitions apply to actual streets. The cross-town system surrounds the Central Business District. It consists of Madison Boulevard; realignment of Gordon Street and extending Factory Street through to Foushee Street; Foushee Street with realignment of the Depot Street intersection and the extension of Winstead Street from Foushee Street to Madison Boulevard. These cross-town routes will most likely form the boundaries of the downtown area for the next fifteen to twenty years.

The radial system as shown on the Development Plan calls for realignment of Chub Lake Road to Morehead Street; realignment of Leasburg Road at Gordon Street; extension of Factory Street in a southeasterly direction to S. R. 1541; reconstruction and extension of Marvin Street from Mountain Road to Winstead Street; and the extension of Foushee Street from Winstead Street, northeast to Sugar Hill Road (Henry Street).

The inner loop for Roxboro is shown as only three-fourths complete (in geometric terms) because of current subdivision activity in an area which would have been ideal for the fourth side. At present, the thoroughfare plan shows the following improvements; the extension of Concord Road to Winhaven Street; extension of Winhaven Street south to Hill Street; continuation of Kitchen Street south and then east crossing Madison Boulevard just north of Kirby Street; further

extension of this same street to the east and then turning north at the base of the first ridge. This section will pass to the west of the city dump, continuing from Mountain Road north and turning west at Burch Avenue. The remainder of the inner loop is composed of Clayton Avenue, the proposed section of Chub Lake Road, and Hillcrest Road.

The outer loop, as was indicated in the definitions, has the primary purpose of carrying traffic around Roxboro. When the entire highway is completed, that purpose will be fulfilled. At present, about two-thirds of this facility are indicated as long range, meaning that the long range portion will not likely be built within this twenty-year planning period. Traffic flow (number of cars in a given direction) and volumes (number of cars at a given point) do not warrant the complete construction of the facility. The section that will probably be of greatest need within the planning period is the following: beginning at N.C. 57 and going southeast, the road will join N.C. 57, U.S. 158 west, N.C. 49, N.C. 157, U.S. 501 south, and U.S. 158 east.

The internal bypass route is Madison Boulevard, extending from Sommerset to Longhurst and Cavel. At present only a small section is four lanes wide; it is strongly recommended that consideration be given to widening the road to four lanes from the intersection of Main Street north to the city line on the south. As is shown on the traffic volumes map, there are in excess of 5,000 cars per day on a major portion of this highway. This fact, coupled with travel desires and the absence of the outer loop, should tend to justify this recommendation.

In order to alleviate some of the congestion problems the following streets have been shown as recommended closures:

Gordon Street from Leasburg Road to Madison Boulevard (due to the realignment of Leasburg Road); the short street located between Morehead Street and Clayton Avenue at the Ridge Road end of those streets; one section of Concord Road which is directly adjacent to Earl Bradsher School; the short street which runs from Hill Street north to Madison Boulevard, just south of First Street.

In conjunction with the construction of new highway facilities, four grade separations should be provided on the railroad. Two advantages will be derived immediately from these separations. First, the eastern side of the Roxboro Area will be opened up for intensive development. Up to now, the railroad has acted as a physical barrier to the development of this area. Secondly, the hazard of crossing the railroad at grade will be eliminated within the city.

The following are the proposed locations of the four grade separations.

- (1) Where the inner loop crosses the railroad east of Kirby Street.
- (2) Where Factory Street crosses the railroad.
- (3) Where Marvin Street crosses the railroad.
- (4) Where the Foushee Street extension crosses the railroad.

It should be pointed out that all of the proposed alignments are of a general nature and do not constitute the exact ground location of a future road. This thoroughfare plan is called a sketch thoroughfare plan, and before any construction takes place, more detailed study would be required.

IMPLEMENTATION

The foregoing Development Plan has been designed to serve as a guide for the future growth of Roxboro Township. Such a guide, in order that it be valuable, must have a means by which it can be carried out. The following planning tools are available to the City of Roxboro and Person County for the implementation of the Development Plan.

- (1) Enforcement of the City's Revised Zoning Ordinance
Based on the recommendations of the Development Plan, the revised zoning ordinance is one of the best means by which the municipality is able to guide the uses of the land. The value and importance of the planning program will rest to some extent on how effectively the City Zoning Ordinance is enforced.
- (2) Enforcement of the County Zoning Ordinance for Roxboro Township
Here again, the effectiveness of the Development Plan will depend on the adequacy of enforcement in the township. This is where city-county co-operation will pay off, not only by ensuring orderly development of the Roxboro Area, but also in long-range savings to the taxpayers.
- (3) Adoption of Subdivision Regulations by Person County
Through subdivision regulations, the manner in which the land is divided into saleable lots, utility provisions, street widths, and easy descriptions of property are provided for. By adoption of subdivision regulations the county would be confident that developers would set aside wide enough rights-of-way for a proposed road to traverse their areas at some future date.

Such regulations bring uniformity and consistency into the division and description of land. It is strongly recommended that the County Planning Board prepare subdivision regulations for adoption by the County Commissioners.

(4) Annexation by the City

The only way that a city is able to increase in geographic area is through annexation, or by taking areas into the city. In North Carolina, cities may annex an area in two ways. First an area outside the city limits may wish to be annexed. It may come into the city upon petition of the residents of the unincorporated area. Second, cities may annex by extending their limits through power granted by the state legislature. At present Roxboro has only the first method available, that of petition, since the County was exempted, by name, from the application of the State enabling act for municipal annexation. In order that a city know what areas to annex and what areas to reject, there must be an examination of such annexable areas on a cost-benefit basis. Such examination is called an annexation study. The area to be annexed must be able to pay its fair share for city services and the annexation study recommends the most feasible areas to bring into the city. Because a large percentage of the house construction is taking place in areas adjacent to the City of Roxboro, it is recommended that such a study be made, whenever a sizeable annexation is contemplated.

(5) Urban Renewal

Under the federally-assisted Urban Renewal program, a city can acquire blighted areas,

clear the area, install necessary public improvements, and sell the land to private developers who will use the land for more appropriate uses. The difference between what it cost the city to do this and the money realized from selling the property is known as the "net project cost." For cities the size of Roxboro three-fourths of the net project cost would be paid by the Federal government while the remaining one-fourth would be paid locally. Since the cost of public improvements (more adequate utilities, streets, schools, etc.) is deducted from the local share of the cost, many cities are able to reclaim slum areas at no cost to the local government. At least seventeen cities in North Carolina now have urban renewal programs underway. They range in size from Charlotte (pop. 201,564) to Whiteville (pop. 4,683), and include Rockingham, Mount Airy, and Laurinburg. Urban Renewal is definitely a tool for improving the city that Roxboro should examine and possibly utilize.

(6) Public Housing

Many of the people now living in slum areas in Roxboro (as in all cities) cannot afford to rent or purchase safe, sanitary housing. In some cities a Housing Authority composed of local people is appointed by City Council. Such a Housing Authority would be delegated the job of determining housing needs in the city, and then planning and constructing housing units for low income families. The only local cost would be an exemption from local taxes granted by the City. The federal government, through loans or guarantees of loans,

make possible the financing of the housing, and also makes an annual contribution to enable rents to be set within the reach of low-income families. Like Urban Renewal, Public Housing is another tool that Roxboro can use to improve itself. At least 51 North Carolina localities now have low cost Public Housing units built or in the planning stage. These programs will provide a total of 16,000 sound dwelling units for low income families who otherwise could only afford slum housing.

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